

THE CALCUTTA JOURNAL,

OF

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MONDAY, JUNE 17, 1822.

[No. CXLIV

MISCELLANEOUS.

—645—

General Summary.

We are still without later intelligence from home, than the 6th of January, no Ships that left England subsequent to that period having yet made their appearance either at Bombay, Madras, or Calcutta.

The eagerness with which News is sought after, in this time of dearth and barrenness, cannot be more strongly exemplified than in the "breathless haste" of the acute and never-erring BULL, to publish, as a piece of new and interesting Intelligence, received "at a late hour" and "by Express" from Constantinople, an article of the 27th of November from that capital, which, he says "we know to be the latest that has reached this Presidency."

His Demi-official consequence is, however, ridiculous enough on this occasion, because it betrays either extreme carelessness, or a total ignorance of what is passing in the very department of intelligence with which it is his business (since he is well paid for it) to be minutely and accurately acquainted.

If he had attended to the subject of dates, which perhaps he thinks unworthy a writer of genius, he would have seen that so long ago as the 6th instant, there were various articles of intelligence in the JOURNAL respecting Turkey, of as late a date from Constantinople as his pretended Express; though these had travelled through the continent of Europe westward, were republished in England, and brought out to us by the PRESS.

He will find, if he can take the trouble to refer so far back, that on that day, June 6, we published from the TIMES of January 6, an article from Odessa as late as December 5, giving a full and detailed account of all that had taken place at Constantinople up to Nov. 27.

News from the Frontiers of Moldavia was published by us on the 6th of June, of the date of December 9, or nearly a month later from that quarter than could have been known at Constantinople on the 27th of November, the latest date of JOHN BULL's expeditious Express "received at a late hour," and given out exclusively in his own highly favoured pages.

To make his pretensions on this score still more ridiculous, we have an Extract of a Letter, in the last BOMBAY COURIER that has reached this, dated the 2d of February 1822, or upwards of two months later than his wonderful Express!

There is no end to the blunders into which this Paper is continually falling, sometimes apparently from haste, at others from not at all attending to the subject of which it treats, and often from a seeming incapacity to comprehend the meaning of the plainest facts and expressions.

In some remarks on the barbarous butchery of 121 women, each with an infant in her arms, who were all bayonnetted by Dutch soldiers at Padang, (republished in the JOURNAL of Friday, p. 628), after describing the deed, he says, "We know not well what to say to this most barbarous act; but we understand the fact, barbarous as it is, is perfectly correct as here stated." With almost any other writer in the world, it would have been enough to have been satisfied of the authenticity of the story, when he would have known well enough what to have said on it, and expressed his deep abhorrence of such a deed accordingly. But JOHN BULL laughs in cold blood at that which would make other persons shudder. He talks of the Dutch as "gallant men and cavaliers;" and as if irony and wit were fit ac-

companiments of blood and slaughter, he illustrates the gallantry and chivalry of these Dutchmen by their butchery of 121 women and the same number of infant children, of which, though he admits the truth, he professes he does not know well what to say! Surely this is not like the honest indignation which a true JOHN BULL ought to feel, and would feel, when speaking of such a bloody catastrophe.—Thus much as to perverted feeling, or the total absence of that virtue, to whichever it may be attributed.

As to blindness of judgement and total inattention to the subject under discussion, scarcely a single Number of the Paper can be taken up without furnishing an instance of each:—one will suffice, and we take the latest. On the 10th instant, JOHN BULL published a letter of PERCIVAL McIVOR on the Bank of Bengal, in introducing which to the notice of his Readers, he expressed the following scruples—"At present we shall not presume to offer any observations upon it, but leave it to make its own way without praise or censure. If the subject, however, should not be considered altogether unfit for public discussion, we may, perhaps, in that case, venture at a proper time, to submit a few remarks on it."

These scruples, fears, apprehensions, precautions, and conditions,—for the sentence includes them all,—were published on the 10th. On the 11th a POOR PROPRIETOR addressed us, saying, that as the BULL had expressed some delicate scruples as to the propriety of allowing his Paper to be made the vehicle of discussions regarding the Bank, he requested us to insert them in the JOURNAL. On the 12th, the day after the POOR PROPRIETOR's Letter was written—(as the printed date will shew)—the BULL's scruples appear to have vanished into air: and he, who was before so careful to environ himself with *ifs*, and *buts*, and *mayes*, and *perhaps*, discovers all at once that this is one of the subjects on which fair discussion may be really useful, and he hopes accordingly to see it fully and fairly exercised!

The BULL put forth his scruples on the 10th. The POOR PROPRIETOR alluded to them on the 11th. Yet because, on the day after this, JOHN's scruples were no more,—he turns round on the POOR PROPRIETOR, and condemns him for not knowing, when he wrote, what the BULL of the following day was to contain, and exclaims. "Will any body believe this possible?" and answers himself by replying. "But, possible or not, it is the truth."

Were it not that the Public have been so deceived in their estimate of the wonders that were to be accomplished by the Old and the New BULL, as to be in some degree ashamed of their having ever yielded credit to his professions and predictions, and to turn with repugnance from the repetition of exposure, of which they have already had their fill, we might occupy pages every day with the crudities, inconsistencies, and absurdities that distinguish the Demi-official Print from all its contemporaries. They reflect little honor on the penetration of those who hold it up as an Oracle of Wisdom, and who strain every nerve to prolong the feeble existence of what, if left to its own unassisted resources and merits, would soon tumble to the ground, and leave no fragments among its ruins that would be worthy of being preserved, except to shew the incongruous and heterogeneous materials of which the frail edifice was composed.

But we shall leave the subject of JOHN BULL's imperfections, which to our readers as well as ourselves, has long been

"weary, flat, stale, and unprofitable," and turn to topics of more general interest.

The following is the Extract from the BOMBAY COURIER of the 25th ultimo, to which allusion has already been made:—

Extract of a Letter from Constantinople, dated February 2, 1823.—"Tranquillity has been restored to this place, and we have great hopes of an amicable arrangement of affairs with Russia, in which case all the other troubles that have been distressing the country will soon be put a stop to, and British Commerce will necessarily become more important in these dominions than ever."

Mischief of over-legislating.—One of the mischief of legislating is, that the rule of law becomes precarious and unsettled. Experience very shortly proves the inaptitude of the regulation, or the impracticality of the object. The Legislature is compelled to unravel its work, and tries to mend it by an increase of complexity, or by enlarging the system of human action, upon which the restraint is to operate. The effects of this seldom fail to show themselves in a collision between the magistrate and the feelings of society—the creation of fresh dangers of the public peace—and a final seizure, by the Government, of some great power which it ought wholly to forego, or a sacrifice to popular exasperation of that which it might fairly and beneficially have been suffered to exercise. This mischievous course of proceeding has been pretty much exemplified, in the frequent, and it now appears fruitless, attempts, of the French Government to cover the whole range of social intercourse among its subjects, whether carried on through the medium of speech or writing, by heaps of penal enactments. The law against offences of the press, or, in other words, the libel law of France, is little more than two years old: and now a new law is proposed by the Government,—a new code it might properly be denominated, so numerous and grasping are its provisions. M. DE SERRE, a high prerogative Frenchman, introduced the *projet* on Monday last, and an abstract of his speech, with a detail of the articles of the intended law, will be found in our Saturday's paper. He divides the subject into two branches.—a description of the crimes, and of the mode in which they shall be persecuted. It is worth remarking, what an edged tool this whole business of state prosecution for libel ought to be considered, when a man of M. DE SERRE's ability opens the subject by a revolting dissonance between his premises and his conclusion. "It is of the essence of a good penal law to define exactly the acts which criminate." "But it is impossible to define precisely all the abuses of the press." *Ergo*, says M. DE SERRE, let us have a bad law, and make it as sweeping as we are able. M. DE SERRE alludes to the law of England against libel, as having been "made" (he uses this word in the sense of being settled) in the minds of men by the jurisprudence of a century: than which we conceive that a grosser mistake could hardly have been committed in a public assembly, or one which the Chamber could with greater ease have detected; for if time had operation on the subject here, it is the complete unsettling, and reducing to mere guess work, the question of what ought or ought not to be regarded as a (public) libel. So far, therefore, as the French Minister's argument goes, it ought rather to persuade his audience of the impolicy of legislating at all on a matter whereon he admits that good legislation is impossible, than of the wisdom of adopting the present *projet*. M. de SERRE seems disposed to lament the departure, during the last thirty years, from the ancient simplicity and generality of the laws; but states it as an excuse for drawing still tighter the same spirit of minute enactment in the present instance. Now this lamentation, again, is inconsistent with his opening disquisition of the excellence of a penal law, which he alleged at the outset consisted in its accuracy and precision: whence it was to be inferred, that the laws of old France were bad, in exact proportion as they were "simple and general." And, in truth, they were so; because laws of such a nature leave too much to the integrity and discretion of men in authority, where no jury exists; and it is the distrust of the Ministers of justice, implied by the introduction of a more definite character into the criminal law since 1789, which plainly, by a sub-

sequent passage, excites M. DE SERRE's disapprobation. The truth seems to be, that for a species of offences against which the feelings of the Government are more likely to be directed than against many others, viz. that of "political libel," it is the most difficult thing in the world to provide a good legislative remedy. If there be no jury, there may as well be no law; for the creatures of authority will then exercise an unlimited power, and construe innocence or virtue into crime. If there be a jury fairly chosen, and vested, as in England, with power to decide, uncontrolled by any public officer, the verdict becomes only an echo of the national voice—and will vary with it. Why, then, it may be asked, not leave it to public opinion in all free countries, without the intervention of any legal form, to assign its true character to every political publication—since the verdict of a Jury will not only in 99 cases out of 100 take that opinion for its guide, but derive its whole efficacy from its correspondence with it? It will not be argued, we suppose, that the infliction of punishment on the person of a political libeller will narrow the circulation of his doctrines, or deprive his assertions of that degree of credit which must ever depend upon the evidence or presumption of their truth. But it is to political libels, and none other, that we have here confined our observations.

Although the French Minister is unwilling to acknowledge that the new *projet* does any thing more than define more distinctly the purposes and provisions of the old one, it is nevertheless, in a number of instances, on a more spreading and coercive principle; just as our own financiers now and then lay on a tax, and call it a "Regulation." The first clause contains a penal enactment against all who shall outrage or ridicule the established religion, or any other religion acknowledged and tolerated by law: this excludes the term "*morale*," which made a part of the corresponding article of the old law of libel.

The offences against the King's person and authority are extended, by a removal of some of the qualifying epithets; thus really rendering them more vague. It is not necessary, henceforth, under this new *projet*, that the attack should be a "formal" one; nor that the royal authority insulted should be a constitutional authority. The *projet*, and the discourse which preceded it, are too voluminous to be despatched at full length; but the above is a high flight specimen of their spirit.

The penalties against public journals, for false or libellous reports of legislative or judicial proceedings, have been rendered considerably stronger, even to the silencing for ever the writer or editor guilty of second offence. M. DE SERRE does not yet, however, go to the length of transporting for libel.

A curious article is that which punishes all who shall endeavour to excite contempt or hatred against any class of citizens; and still more curious, that it is not necessary for these classes to be comprehended under any legal designation, or indeed defined in any intelligible manner. It is enough, for instance, that a certain set of opinions should be ascribed to any number of men, without saying by whom the said opinions are to be ascribed to them, to make a publication against them subject to the penalties of libel. If this be not vague, what is? M. DE SERRE, after paying the trial by jury a crowd of compliments, proposes, nevertheless, to withdraw from its decision of some of the most important cases of libel, on pretence of their belonging more properly to the jurisdiction of the police, as, terms of reproach, abusive expressions, seditious cries, &c. Who, then, is to determine whether the terms be "reproachful," the language "abusive," or the cries "supposing that the accused parties think proper to reject and deny the guilty character imputed to them? The answer is, the police are to determine: but are not these the precise cases whereon a Jury ought rightfully to decide? Upon the whole we may be permitted to remark, that this new measure wears a threatening aspect, and that, as an experiment, it must be considered a very bold one. It is not impossible that the parts of the *projet* to which we have already referred may meet some support from the *cote droit*, if it should act upon its ancient maxims: but, for the censorship on the periodical press, there seems a moral certainty, that, from the open condemnation which it received not long since

from both sides of the Chamber, the Court will not be able to carry it, at least without a desperate struggle.—*Times*, Dec. 10.

Census of Ireland.—It is stated, in a communication from Ireland, inserted in the *MORNING CHRONICLE*, that the population of that country is ascertained by the last census to amount to SEVEN MILLIONS THREE HUNDRED THOUSAND. In 1789, the population did not amount to half this sum; so that, notwithstanding all the emigrants which Ireland has sent to the United States and Great Britain, she has more than doubled her inhabitants in the course of the last thirty two years! We intend to embrace an early opportunity to lay before our readers an exposition of the causes of this unparalleled increase—an increase which, whatever may be its other effects, has at least served to set the theory of population, as explained by Mr. MALTHUS, beyond the reach of cavil and dispute.

Coincidences.—The great personages who patronized the Beacon with their money and influence will now, we believe, be ready to allow, that *circumstantial evidence* requires to be carefully sifted. It was said to be no secret that various learned persons of family were the real conductors of the Beacon—the authors of all that was original in it in the way of personal abuse or otherwise; and that these persons fretted, fumed and stormed almost to madness, at the *meanness*, as was alleged, of the bondsmen in withdrawing their countenance and responsibility. So far this is mere gossip. But every body knows, that, in point of fact, there was one John Nimmo, a journeyman printer, pushed forward as the Editor of the great northern luminary. With a man of straw like this, put forward in the front of the battle—and as soon as any battle was commenced—they must have had more faith than we, who could expect that any thing less farcical or more responsible would voluntarily be given us by the mock editor. But the coincidence we wish to notice particularly, is, that between the sending of two or three actions of damages against the Beacon people, and particularly one against the Lord Advocate, Sir Walter Scott, &c. to the Jury Court, and the flight of Nimmo, from Scotland. We have also heard that Nimmo, before leaving this country, assured some of his comrades that he had got his own terms! This, it is true may all be slander; but the flight of Nimmo, at such a critical moment, is certain; and it is no less certain that, from having been employed by Mr. Stevenson, the printer of the Beacon, and from having latterly corresponded as Editor of that paper, he must have had it in his power to bear evidence of the utmost importance in regard to the real conductors of that extraordinary publication:—

The following exquisite paragraph is copied from the COURIER of the 25th of December.

"The Portuguese Cortes have taken as a model of wisdom one of the most stupid and senseless writers without exception, that England has ever produced. The French National Assembly complimented the notorious Tom Paine; but Paine, though grossly ignorant, and impudently regardless of truth, had at least some energy of manner and liveliness of style; Jeremy Bentham's writings, on the contrary, are as dull, as they are adverse to common sense."

Bravo, Mr. Courier! The author of the *Traité de Legislation*, of the *Traité des Peines et des Recompenses*, of the *Traité des Assemblées Législatives*, of the *Defence of Usury*, and of the *Protest against Law Taxes*, one of the most stupid, and senseless writers that England ever produced! Excellent.

John Sinclair.—At the annual meeting of the Bath and West of England Agricultural Society, held on the 19th of December last, thanks were voted in an especial manner to Sir John Sinclair, for his "Code of Agriculture," presented by him some time since to the Society; and it was agreed that a resolution, expressing the high sense entertained by the society of the value of this work should be communicated to the worthy Baronet by the President. The Noble Chairman (the Marquis of Lansdowne) took occasion to observe, that from his own knowledge, the "Code of Agriculture" was held in high estimation abroad, and that it had

been the means of introducing considerable improvements in foreign husbandry.—*Farmer's Journal*.

Anecdote.—The deceased master-plumber, the employer of Butter, formerly noticed, used to relate the following anecdote with considerable humour. An examination was being made, at a sea-port in the West of Scotland, into the circumstances of a smuggling squabble with the revenue-officers, on the seizure of a boat-load of tobacco. The principal witness for the Crown was an old weather-beaten tar who was understood to have seen the transaction. When called in "to run the gauntlet," as he termed it, Jack summoned up all his self-possession, determined, if possible, to keep the weather-gage of the land-lubbers. "Well, my lad," queried the examiner, "so you have seen this tobacco-boat?" "No," responded the tar. "What! (with astonishment) have you not seen the tobacco-boat?" "No!" again said Jack, with the most unmoved composure; and to every subsequent question the querist received the same stubborn negative. When leaving the court-room, big with the victory he had obtained over the fresh-water prigs, Jack's shipmates hailed him, and expressed, in some sea-phrase, their astonishment at his having so sturdily denied that which they were aware he had really witnessed. Jack, squirting forth his tobacco saliva, and with a sarcastic grin of self-approbation, replied to their inuendous, "What boobies those there landmen are! Who ever heard of, or saw a boat made of tobacco?"—*Dundee Advertiser*.

Carbonari.—It is gravely maintained that affiliations of the unfortunate Italian Carbonari exist among the Garryowen Boys! Certainly your Englishman has an astonishing head for combinations. The Carbonari in Limerick! We shall next hear that they held a correspondence with Ali Pasha, or at least with the Navarohs of Hydra. Why not? Some Antiquarians maintain that the Greeks and Romans were originally Celts—and so were the Irish. They are making a family quarrel of it. Antiquam exquirite matrem. The pedigree is unquestionably—all the Greek and Latin primitives are found in the Irish language. Of course, Ireland has been the cradle of these nations: and why should they not regard their ancient mother with piety? Still, as the Carbonari, judging from the conduct of King Charles Felix, are in very little heart, just at present, and possess, we suspect, very limited power, even in correspondence, we may be allowed to doubt whether they can conveniently communicate with their agents in Limerick and Tipperary. How Paddy would stare at a letter written in choice Italian! It would we apprehend, be all Greek to him. The reader may remember that when the Ribbon-men were rife in Connaught, there were several shrewd hints as to the presence of certain Radicals, from Hunslet Moor, amongst them. This is only not less rational than the story of the Coal-carriers. Common sense however laugh at these theories, if so we must be obliged to call them, to scorn. There is enough in the condition of the Country to explain its state, without going as far as Piedmont, or even Yorkshire for a solution.—*Dublin Evening Post*.

Parimony.—Mr. George Elwes, son of the celebrated miser of that name, who died the other day on the Terrace of High-street Mary-le-bone, is said to have left property to the amount of a million sterling. Mr. E. though famous for his parsimony, performed occasionally liberal and generous actions. An old servant of his father named Carey called upon him one day, and Mr. E. recollecting the man had been very kind to him when a boy, made inquiry about his circumstances, which he found were fast approaching to indigence. Carey being also questioned as to his age, and state of health, indulged the hope that Mr. E. would make him some small present, and was departing much disappointed; but before he left the room, he was desired to call two days after, when, to his astonishment, he was informed that an annuity of twenty pounds a-year had been purchased for him, which he enjoyed till his death. But Mr. E.'s penury kept pace with his generosity, for although he gave his servants good wages, and allowed them the usual board wages, he himself lived upon little morsels of the commonest sorts of food, as part of a breast of mutton, beef, sausages, herrings, and mackerel, when in season.

and cheap, &c. all which he brought home himself; he was equally economical in fuel, and would be pacing up and down his room for a length of time to keep himself warm, to avoid lighting a fire. He was singularly attentive to the cleanliness of his stairs, and has been seen rubbing for some time little spots upon them with a bit of brown paper, in which his moist sugar was brought, for he used no other. Having been once seized with a fit, his servant ran and brought his apothecary; and Mr. E. when he recovered, after being bled, commended the servant for having fetched the apothecary; but when he saw the stairs marked with footsteps, which had happened in the hurry to come to his assistance, he was in so violent a passion that he almost fell into another fit. The walls of his hall and staircase were equally an object of his fond and unremitting attention; if any box, or trunk, was brought up or down, he would himself always watch the motions of it, to prevent it from touching the wall; and in his last illness, when he knew he was dying, he said his nurse, a short time before he expired, Pray tell the undertaker's men to take care that the coffin don't injure the stucco work of my wall.

Mr. Blacow.—The Lord Bishop of this diocese has written to the Churchwardens of St. Mark's, Liverpool, and the Chapelwardens of West Derby, expressing his disapprobation of their proceedings in behalf of a subscription for Mr. Blacow. His Lordship wrote also to Mr. himself, some time ago, on the impropriety of the topics he had introduced into the pulpit, in reference to the late Queen.—*Liverpool Mercury*.

Excellent Method of Salting Meat.—The following recipe may prove acceptable to many private families, and from trial we can strongly recommend it:—To three gallons of spring water, add six pounds of common salt, four pounds of bay salt, two pounds of common loaf sugar, and three ounces of saltpetre—boil the whole over a gentle fire, and whilst boiling carefully scum it; when quite cold, it is fit for use. Rub the meat to be cured with fine salt, and put it to drain for a day or two, in order to free it from the blood, then immerse it in the above brine in the tub, taking care every part is covered.—Young pork should not remain more than three, four, or five days in the pickle, but hams for drying must be immersed a fortnight at least before they are hung up, and tongues the same period. Beef may remain according as it is to be more or less flavoured with the salt; a little practice will soon prove the time every kind of meat will require. When the pickle has been in use about three months, boil it up again gently, and after scumming it well whilst boiling, add three pounds of common salt, three pounds of bay salt, half a pound of sugar, and one or two ounces of saltpetre—when cold it will be as good as first. This brine may appear expensive, but ultimately it will be found cheaper than the usual mode of salting, with the certainty that the meat, &c. cannot spoil, that the flavour will be excellent, and that it will be juicy and tender.—*Globe Dec. 26*.

Hungary.—There is a practice in Hungary that seems capable of application to every much-frequented road. When a post carriage meets another the horses are exchanged. The practice is obviously advantageous to the post-masters; and little, if at all, incommodious to travellers.—*Glasgow Chronicle, Dec. 27*.

Gas.—A person, resident in Dumfries, 40 miles from this city, lately applied to the Carlisle Gas Company to light his premises, situated in that town, with gas!—*Carlisle Patriot*.

Butcher Meat.—The people of Perth have it in contemplation to form Joint Stock Societies to obtain butcher meat at lower rates than they have at present. A person from the neighbourhood of Edinburgh having learnt that the price of butcher meat was high in Perth, went there last week with two fat cattle, which he slaughtered, and sold at 1½d. a lb. under the market price, and declared that he had made more profit, after paying all expense, than he would have done had he sold the beef in Edinburgh.—*Scotman, December 29*.

Africa.—Mr. W. Hutton not only concurs in Mr. M'Queen's opinion about the termination of the Niger, but claims the same opinion for himself. "I gave almost precisely the same opinion this subject, and stated it, in writing, to the President of the Royal Society of Edinburgh (Mr. Henry Mackenzie), who did me the honour to read it before that board in April last. Although it is true that the Moors, whom I have met with at Coomassie and elsewhere, have invariably insisted on their being a communication between the Niger and the Nile, yet the natives on the coast positively state that the rivers in the bights of Benin and Biafra are branches of the Niger, which they call Insukussey, or Insookassy, and which, in the Fantee and Ashantee languages, signifies Large Water, or Large River. But to return to the subject of the Niger, we will suppose, for a moment, that the main body of this river does not flow into the bights of Benin and Biafra, yet some other branch of it, to the eastward of the Leasea, I have no doubt will ultimately be found to do so. The Moors, it is true, have positively stated, again and again, that the Niger communicates with the Nile, and after all the information that has been collected to support this opinion, it would be presumptuous to say that such is not the fact. It is possible that these two great rivers may have a communication with each other, and yet be distinct rivers; neither is their any thing improbable in supposing that the Niger may communicate with the Nile, and also throw off a great body of its water, by a tributary stream, to the Eastward of the Leasea not yet discovered. A stronger proof, indeed, of the strange concatenations of rivers cannot be referred to than that that mentioned by Mr. Bodweeh, drawn by Baron Humboldt, who represents the courses of the Orinoco and Amazon to be quite opposite to each other, notwithstanding their immediate connection; and there is nothing more improbable in the Niger and the Nile being connected by the Gir (although flowing in opposite directions), than there is in the Orinoco and Amazon being connected by the Caciquaire."—*Glasgow Chronicle, Dec. 17*.

Books of Anecdotes.—The marvellous circumstances told in books of anecdotes are very frequently pure invention. The last ponderous work of that description appears to be as destitute of foundation as any other. The following may serve as a specimen:—

"A fisherman of the name of Graham, who resides at Whitehaven, possessed singular skill in what is called salmon hunting. When the tide recedes, what fish are left in the shallows, are discovered by the agitation of the water, and this man, with a three pointed barbed spear, fixed to a shaft fifteen feet long, plunges into the pools at a trot, up to the belly of his horse. He then makes ready his spear, and when he overtakes the salmon, strikes it with almost unerring aim; that done, by a turn of the hand he raises the salmon to the surface, wheels his horse towards the shore, and runs the fish on dry land without dismounting. He has by this means, killed from forty to fifty fish in a day. His father, who is said to have been the first person that ever made salmon killing an equestrian pastime, was living in 1811; and though then ninety-eight years of age, was so active and dexterous, that armed with his trident, and on horseback, he could strike and bring out of the water a salmon of considerable weight."—*Percy Anecdotes*.

A more gross and palpable falsehood than the above however we have seldom met with; and either Sholto and Reuben Percy are hoaxing their readers, or have been themselves egregiously imposed upon. We admit that taking the Salmon with the Lister or three pronged fork, is common among the peasantry in various parts, particularly in Scotland, in the pools of rivers frequented by this fish; and we may stretch a point and admit the possibility of its being performed on horse-back; but we deny in toto the possibility of 40 or 50 Salmon having been caught on the Whitehaven shores, in the way described, at any period since the creation of the world, much less within the present century, even if such expert Salmon lancers as Messrs. Graham and Son ever existed, which we very much doubt, (having never heard of them) knowing as we do, that even the taking of a salmon-trout in the net fixed on the beach for herrings during the season, is a very rare occurrence.—*Whitehaven Gazette*.

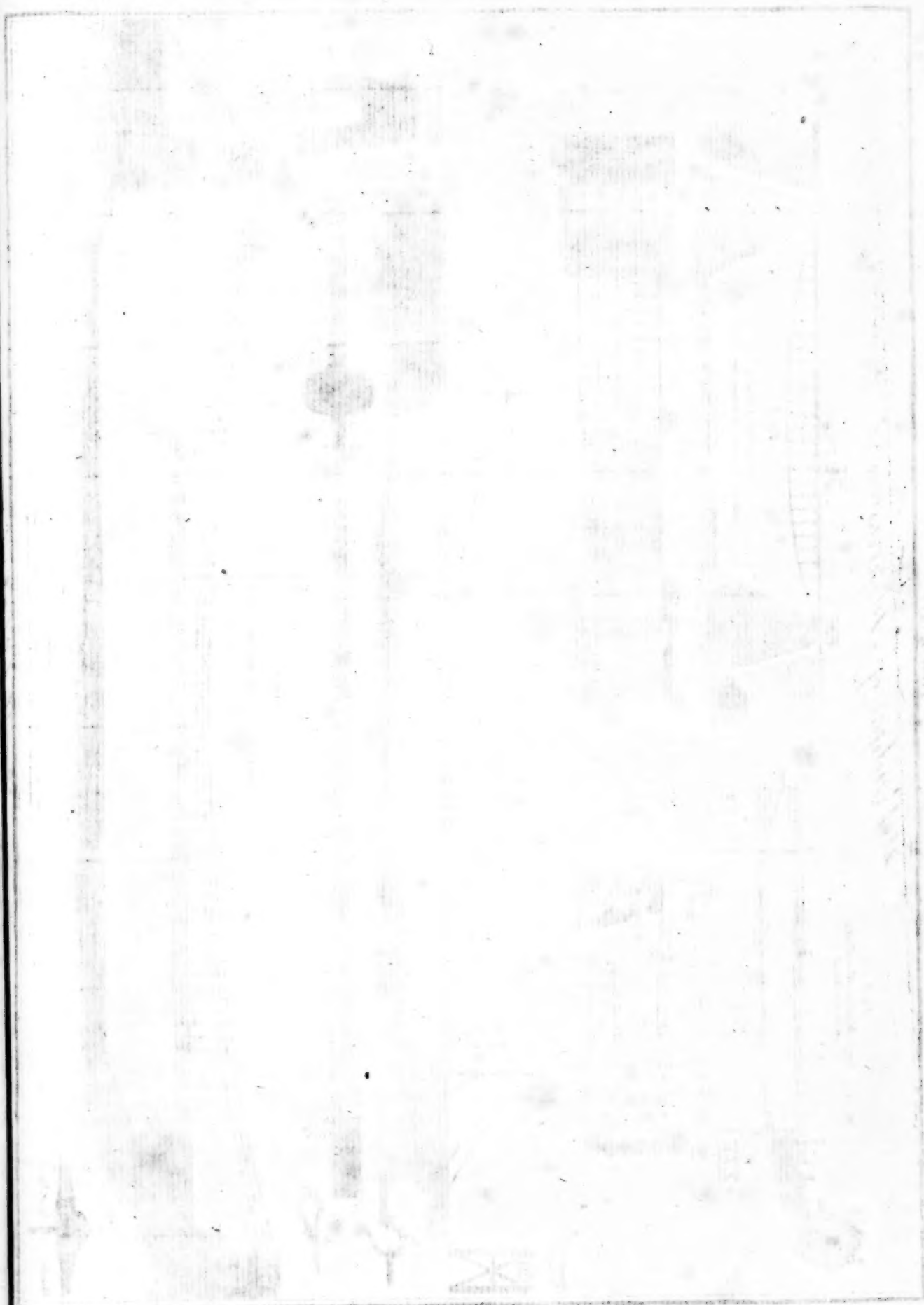


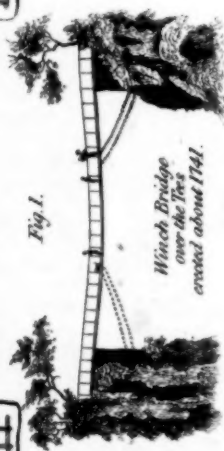
Plate LXXV.

Bridges of Suspension

Fig. 2.
Hingo Meadow Wire Bridge
over the Tweed.



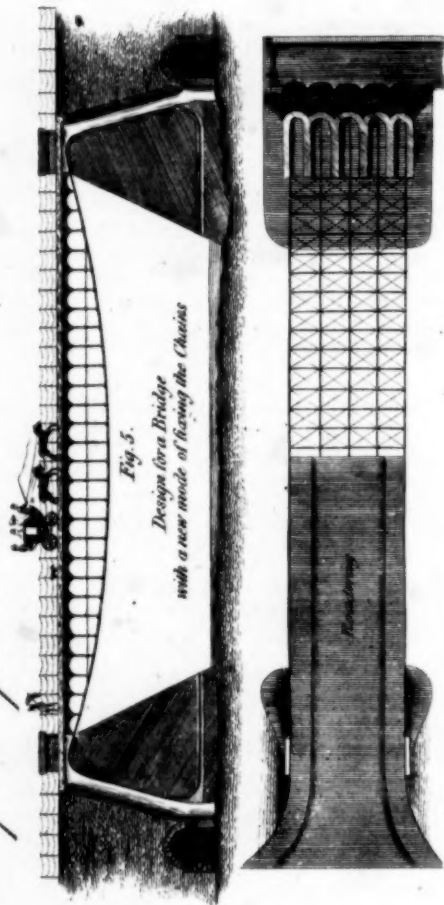
Fig. 1.



Winch Bridge
over the Tweed
erected about 1741.

Fig. 5.

Design for a Bridge
with a new mode of fixing the Chains

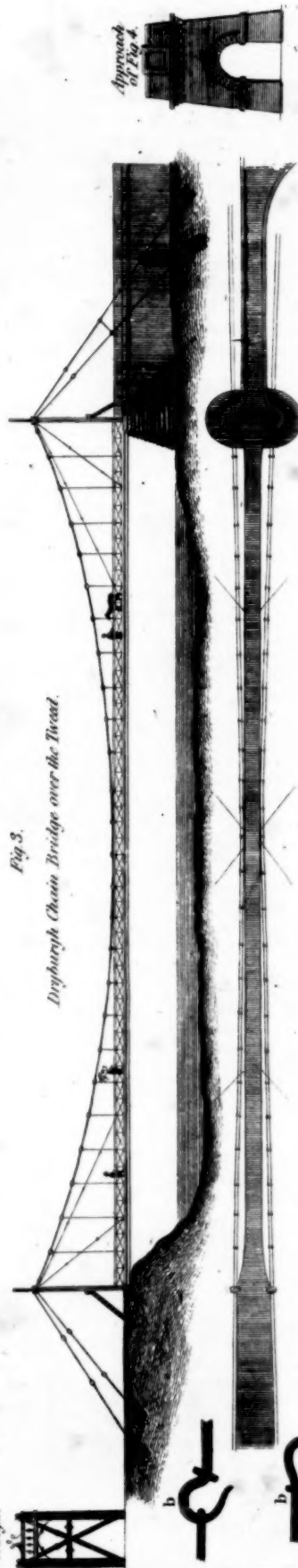


Approach
of Fig. 3.



Fig. 3.

Dryburgh Chain Bridge over the Tweed.

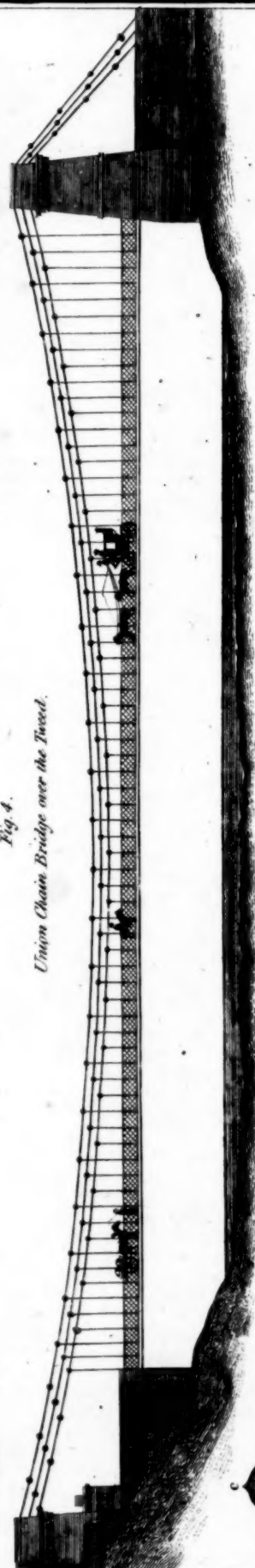


Approach
of Fig. 4.



Fig. 4.

Union Chain Bridge over the Tweed.



Shackle & Cap of Fig. 4.

Scale of Feet
10 0 10 20 30 40 50 60 70 80 90 100

Designed for the Edinburgh Journal

LITERATURE

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Bridges of Suspension.

WITH AN ENGRAVING.—PLATE LXXVI.

Description of Bridges of Suspension. By Robert Stevenson, Esq. F. R. S. E. Civil Engineer. Communicated by the Author, to the Editor of the Edinburgh Philosophical Journal, &c. for 1821.

The art of building bridges, or at least of forming some equivalent for a bridge, must have been coeval with the earliest stages of civilization. At this day, the common mode of crossing rivers and ravines in the wilds of America, and the inland territory of Hindostan, is by means of ropes of various kinds, stretched from side to side, on which a roadway is generally formed for the traveller and his equipage; though, in some instances, he is placed in a basket, with his goods suspended from the ropes, and drawn across, while his mule fords the stream, or clambers through the ravine.

It may even be considered as rather a mortifying circumstance, that, in the present advanced state of the arts, we should be laying aside the stupendous arch of masonry, with all its strength and symmetry, and adopting bridges of suspension, formed of flexible chains, in imitation of the more rude and simple efforts of early times. We wish not, however, to be understood to underrate modern science, but would rather acknowledge our obligations to the mechanical philosopher, who has thus converted the catenarian curve to a useful purpose, by turning the crude ideas of savage life to advantage, even in the most advanced state of society. When, from more extended views, or from motives of economy, a check is put to our application of the bridge of masonry; in certain situations, it is highly gratifying to observe, that, by this contrivance, we are enabled to accomplish the transit of goods and passengers over a river, or even an arm of the sea, in a manner which, but a few years since, would have been considered as wholly impracticable.

BRIDGES OF CAST-IRON.—During the late war, when the prices of timber and iron, of foreign production, had become extravagantly high, every means was resorted to for the introduction of iron of British manufacture into works of almost every description. Among these, its application to bridges of cast-iron soon became conspicuous. The first bridge of this metal appears to have been erected in the year 1779, over the Severn, near the iron-works of Colebrook Dale in Shropshire. It consisted of one massive arch of 100 feet. Soon after this bold attempt, a number of cast-iron bridges were erected in various parts of the United Kingdom; the most considerable of which, was that upon the river Wear at Sunderland, which measures 236 feet in the span; and more lately, we have the bridge of Southwark over the Thames, the design of Mr. Rennie, the middle arch of which is no less than 240 feet in the span. Propositions have even been made for extending arches of cast-iron to upwards of 500 feet. These stupendous works in cast-iron, which are unquestionably the invention of British artists, have their limits, however, both in regard to extent, and also as works of a very expensive nature. Other means were therefore still wanting, to enable the engineer, in many situations, to substitute a continuous roadway for a dangerous and troublesome ferry. This has been effected with wonderful simplicity and economy, by the application of the catenarian curve, the properties of which have hitherto been regarded, by mathematicians, only as a matter of curious enquiry; but now, by the use of malleable iron-chains, in the form of an inverted arch, this curve is applicable to bridges of suspension, substituted for arches of the usual form.

WINCH CHAIN BRIDGE.—The earliest bridges of suspension, of which we have any account, are those of China, said to be of great extent; Major Rennel also describes a bridge of this kind over the Sampoo in Hindostan, of about 600 feet in length. But the first chain-bridge in our own country, is believed to have been that of Winch Bridge over the river Tees, forming a communication between the counties of Durham and York. This bridge is noticed, and an elevation of it given, in the third volume of Hutchinson's *Antiquities of Durham*, printed at Carlisle in 1794. As this volume is extremely scarce, owing to the greater part of the impression having been accidentally destroyed by fire, the writer of this article applied for a sight of it from the library of his friend, Mr. Isaac Cockson of Newcastle-upon-Tyne, with whose permission a sketch of this original British chain bridge is given in the accompanying Plate Fig. 1. The following account is given by Hutchinson at p. 179. "The environs of the river (Tees) abound with the most picturesque and romantic scenes; beautiful falls of water, rocks and grotesque caverns. About two miles above Middleton, where the river falls in repeated cascades, a bridge suspended on iron-chains, is stretched from rock to rock, over a chasm near 60 feet deep, for the passage of travellers, but particularly of miners; the bridge is 70 feet in length, and little more than 2 feet broad, with a hand rail on one side, and planked in such a manner, that the traveller experiences all the tremulous motion of the chain, and sees himself suspended over a roaring gulph, on an agitated and restless gangway, to which few strangers dare trust themselves." We regret that we have not been able to learn the precise date of the erection of this bridge, but,

from good authority, we have ascertained that it was erected about the year 1741.

AMERICAN BRIDGES OF SUSPENSION.—It appears from a treatise on bridges by Mr. Thomas Pope, architect, of New-York, published in that city in the year 1811, that eight chain bridges have been erected upon the catenarian principle, in different parts of America. It here deserves our particular notice, however, in any claim for priority of invention with our Transatlantic friends, that the chain-bridge over the Tees was known in America, as Pope quotes Hutchinson's Vol. III., and gives a description of Winch Bridge. It further appears from this work, that a patent was granted by the American Government, for the erection of bridges of suspension, in the year 1803. Our American author also describes a bridge of this construction, which seems to have been erected about the year 1809, over the river Merrimack, in the State of Massachusetts, consisting of a catenarian arch of 244 feet span. The roadway of this bridge is suspended between two abutments or towers of masonry, 37 feet in height, on which piers of carpentry are erected, which are 35 feet in height. Over these ten chains are suspended, each measuring 516 feet in length, their ends being sunk into deep pits on both sides of the river, where they are secured by large stones. The bridge over the Merrimack has two carriage ways, each of fifteen feet in breadth. It is also described as having three chains, which range along the sides, and four in the middle, or between the two roadways. The whole expense of this American work is estimated to have been 20,000 dollars, and the bridge calculated to support or carry about 500 tons.

PROPOSED BRIDGE AT RUNCORN.—Perhaps the most precarious and difficult problem ever presented to the consideration of the British engineer, was the suggestion of some highly patriotic gentlemen of Liverpool, for constructing a bridge over the estuary of the Mersey at Runcorn Gap, about 20 miles from Liverpool. The specifications for this work provided, that the span of the bridge should measure at least 1000 feet, and that its height above the surface of the water should not be less than 60 feet, so as to admit of the free navigation of this great commercial river. The idea of a bridge at Runcorn, we believe, was first conceived about the year 1813, when the demand for labour was extremely low, and a vast number of the working classes of Lancashire were thrown out of employment. A variety of designs for this bridge were procured by a select committee of the gentlemen who took an interest in this great undertaking. The plan most approved of, however, was the design of a bridge of suspension; and Mr. Telford the engineer, and Captain Brown of the Royal Navy, are understood pretty nearly to have concurred in opinion as to the practicability of such a work. Mr. Telford has reported fully on the subject, and has estimated the expense of his design at from £63,000 to £85,000 according to different modes of execution. Though as yet little advancement has been made in carrying this enterprising design into execution, yet the novelty and magnitude of an arch of 1000 feet span, is a subject of so much interest, that we have thought it proper in this place to mention these circumstances.

MENAI CHAIN-BRIDGE.—The Straits of Menai, which separate the island of Anglesea from Caernarvonshire, have long formed a troublesome obstruction upon the great road from London to Dublin by Holyhead, by which the troublesome ferry of Bangor might be avoided. Many plans for the execution of this undertaking have also been agitated, chiefly in cast iron, including a range of estimate from about £128,000 to £268,000; but that which is now acted upon, is a bridge of suspension upon the catenarian principle, the extent of which, between the piers or points of suspension, is to be 560 feet, the estimate for which is only about £70,000. This, by many, has been considered a work of great uncertainty; but the Union Bridge on this plan has already been executed on the Tweed, to the extent of 361 feet, as we shall afterwards more particularly notice. We shall now proceed to give some general account of the progress of malleable-iron bridges in Scotland, where this art, at least to any considerable extent, has been first put in practice in Great Britain.

GALASHIELS WIRE-BRIDGE.—We have already alluded to the great designs of chain-bridges for the river Mersey and the Straits of Menai. The first practical example, however, of this kind, was that over Tees, See Plate LXXVI. Fig. 1. The next malleable iron-bridges, which we know of in this country, were those executed on the river Tweed, and its tributary streams of Gala and Etterick. Mr. Richard Lees, an extensive woollen-cloth manufacturer at Galashiels, whose works are situated on both sides of Gala-Water, conceived the idea of forming a foot-bridge, of slender iron-wires, for the convenience of communicating readily with the different parts of his works. This gangway, or bridge, was erected in the month of November 1816; its extent is 111 feet, and its cost about £40. Though only of a very temporary, and even imperfect construction, yet being the first wire-bridge erected in Great Britain, it deserves our particular notice, as affording a useful practical example of the tenacity of iron so applied, and of its utility in many situations, and particularly in an inland country such as the value of the Tweed, where the carriage of bulky materials, of every description, is extremely expensive.

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KINGS-MEADOWS WIRE-BRIDGE.—The wire-bridge followed the chain-bridge of Dryburgh; but we shall first describe the wire-bridge of Kingsmeadows, on the state of Sir John Hay, Bart., of which we have given a sketch in Fig. 2. This foot-bridge is thrown across the Tweed, a little below Peebles. It is 110 feet in length, and 4 feet in breadth, and is ornamented with a handsome lodge or cottage, as will be seen delineated on the sketch. This work was contracted for, and executed by Messrs. Redpath and Brown, of Edinburgh, in the summer of 1817, and cost about £. 100.

It may be described as consisting of two hollow tubes of cast-iron, which were erected on the opposite sides of the river, set 4 feet apart, to each of which a corresponding bar of malleable iron is fitted, and to these the suspending wires and braces are respectively attached by screw bolts. The lower ends of the hollow tubes forming the piers, are secured by a brander or grating of timber, (according to a plan by Mr. Turnbull, architect in Peebles), laid under ground, and shewn in the connecting diagram, marked letter a. Fig. 2. They are further supported under the roadway, by struts or diagonal posts, which act against the strain of the weight and motion of the suspended roadway. The upright bars noticed above, form the gates or approaches to the bridge; and to these the suspending wires and braces are attached; their respective lengths being adjusted at pleasure, by screw-bolts. These hollow tubes of cast-iron measure 9 feet in height, 8 inches in diameter, and $\frac{3}{4}$ ths of an inch in thickness of metal. The malleable iron-bars, which are inserted into these hollow tubes, from the points of suspension, measure 10 feet in height, and are 2 $\frac{1}{2}$ inches square.

The roadway is formed with frames of malleable iron, to which deal boards, measuring 6 inches in breadth, and 1 $\frac{1}{2}$ inch in thickness, are fixed with screw-bolts. The side-rails are neatly framed with rod-iron, on which a coping, or hand-rail of timber, is fixed. The roadway here is suspended by diagonal wires, in a manner different from the catenarian principle, as will be seen by comparing Fig. 2. with Fig. 1. 3. and 4. in the Plate. The chain-suspending wires of Fig. 2. are of the strength known to artists as No. 1. of the wire-gauge measuring about 3-10ths of an inch in diameter. The back or landward braces are made of bolt-iron, $\frac{3}{4}$ ths of an inch in diameter, formed into links of from five to six feet in length. The screwbolts are 1 inch in diameter, and are in all 42 in number, by which the whole of the suspending rods and wires may be tightened, and set up at pleasure. When thus braced, the roadway of the bridge is found to have little or no vibration, having only such a tremor as rather tends to convey the idea of firmness and security. As a proof of the strength of this bridge, when newly finished, it was completely crowded with people, without sustaining any injury.

THIRLSTANE WIRE-BRIDGE.—The only other wire-bridge which we shall notice, is that erected by the Hon. Captain Napier, over the Enderick, at Thirlstane Castle. A foot-bridge of ropework had originally been thrown across here; but a wirebridge is now erected, and measures about 125 feet span.

DRYBURGH CHAIN-BRIDGE.—The wire-bridges of Galashiels, Kingsmeadows, and Thirlstane, above described, are suspended by diagonal braces, as shewn in Fig. 2. The same plan was also followed in the first erected bridge at Dryburgh Abbey, where the suspending rods were also made to radiate from their points of suspension on either side towards the centre of the roadway, for as yet the catenarian principle had not been introduced upon the Tweed. The bridge at Dryburgh is 260 feet in extent between the points of suspension, and is 4 feet in breadth. It was executed by Messrs. John and William Smith, builders and architects near Melrose, at the expence of the Earl of Buchan, as proprietor of the ferry, and has altogether cost his Lordship about £720. This bridge is constructed for foot passengers and led horses. It was originally begun on the 13th of April 1817, and was opened to the public on the 1st day of August following, having required little more than four months for its erection.

It is observed by Mr. John Smith, one of the gentlemen above alluded to, that when the original bridge of Dryburgh was finished, upon the diagonal principle like Fig. 2., it had a gentle vibratory motion, which was sensibly felt in passing along it; the most material defect in its construction arising from the loose state of the radiating or diagonal chains, which, in proportion to their lengths, formed segments of catenarian curves of different radii. The motions of these chains were found so subject to acceleration, that three or four persons, who were very improperly amusing themselves, by trying the extent of this motion, produced such an agitation in all its parts, that one of the longest of the radiating chains broke near the point of its suspension. On another occasion, in a very high wind, one of the horizontal chains, stretched under the beams of the roadway, gave way. But, on the 15th of January 1818, after this bridge had been finished about six months, a most violent gale of wind took place, when the vibrating motion of the bridge was so great, that the longest-radiating chains were again broken, the platform blown down, and the bridge completely destroyed. Messrs. Smith happened

unluckily to be from home at the time of the accident, but on examining a number of persons who saw it, they all concurred in stating, that the vertical motion of the roadway of the bridge before its fall, was as nearly as may be equal to its lateral motion, and was altogether concluded to be such as would have pitched or thrown a person walking along it into the river.

The eyes, formed on one end of the rods or links of the chains of this bridge, but the other end was simply turned round, and fixed with a collar, as shewn in the connecting diagrams, marked b. Fig. 3. It further deserves particular notice, that after the bridge fell, and on a careful examination of the rods or links, not more than one or two instances appeared of the iron having failed at the welded end, but had uniformly broken at the open eye of the link, as shewn in the diagrams b, above alluded to,—a mode of construction which had been recommended to Messrs. Smith, by an experienced blacksmith.

The sudden destruction of this bridge, created a great sensation of regret throughout all parts of the country, and was considered an occurrence of so much importance in the erection of chain-bridges, that several of the gentlemen of Liverpool, interested in the proposed bridge at Runcorn, made a journey to Scotland, for the express purpose of inquiring into the circumstances of the misfortune. Messrs. Smith, the contractors, had engaged with the Earl of Buchan, to erect this chain-bridge for somewhat less than £500, and were bound to uphold it against all accidents only during the period of its erection, so that the loss fell wholly upon Lord Buchan.

The utility of Dryburgh Bridge, when compared with a troublesome ferry, even on the short experience of six months, had given it such a decided preference to the boat, that his Lordship, without hesitation, directed that it should be immediately restored: this was accordingly done, after a better design, for the additional sum of about £. 220, and in less than three months it was again opened to the public. This bridge is now constructed upon the catenarian principle, to Fig. 3., the roadway being suspended by perpendicular rods of iron, from main or catenarian chains. The chief mechanical alterations upon the former plan consist in welding both eyes or ends of the links, instead of having one of them simply turned round, and fixed with a collar; the roadway has also been strengthened by a strongly trussed wooden rail, which also answers the purpose of a parapet, on each side of the bridge, the good effects of which were particularly exemplified, while the bridge was building. A high wind having occurred before the side-rails were erected, one end of the platform was lifted above the level of the roadway, and the undulating motion produced on this occasion is described as resembling a wave of the sea; an effect which pervaded the whole extent of the bridge, and went off with a jerking motion at the farther end. But after the side-rails were attached, this vertical motion was checked, and is now found to be greatly reduced. There was also added to the newly constructed bridge at Dryburgh, guys or mooring-chains, consisting of rods of iron fixed to stakes in the opposite banks of the river. These guys are attached to the beams of the roadway, as shewn on the plan connected with Fig. 3. These diagonal moorings are said to have some effect in lessening the motion of the bridge in high winds, but it did not appear to the writer of this article, when he examined the bridge in 1820, that these guys could act in any very sensible degree in this respect.

We have already stated generally, that the new bridge at Dryburgh is erected upon the catenarian principle. It may further be described as consisting of four main chains, which are suspended in pairs between the points of suspension, in a horizontal position relatively to each other; the lowest part of the curve of each pair of chains coming under the top of their corresponding side-rails, as shewn in Fig. 3. The links of the catenarian chains are formed of rods of bar-iron, measuring 1 $\frac{1}{2}$ th inches in diameter, constructed in lengths of about 10 feet each. The eyes at each end of these long rods are connected by shot links of an oval form, measuring about 9 inches in length. The platform or roadway is suspended from the catenarian chains, by perpendicular rods of iron, of the strength of $\frac{1}{2}$ inch in diameter, which are attached at their upper ends to the short links above described, by a kind of cross head, while the under ends of these perpendicular rods, forming a screw-bolt, pass through the side-beams of the platform, and are attached to them with screw-nuts, resting upon corresponding washers, or plates of iron.

The points of suspension of this bridge rest upon upright posts, and are elevated 26 feet above the level of the roadway, on each side of the river. The catenarian chains pass over these upright posts or piers, which are formed of logs of Memel timber, 14 inches square, erected in pairs, as shewn in the left hand diagram of Fig. 3., marked "Approach of Fig. 3." These pieces of framed work leave a space of 9 feet in width, as an approach to the roadway of the bridge. The tops are connected by the transom-beam, on which the catenarian chains rest, and from thence they descend in curved lines, as shewn in the figure. Each pair of chains are 12 feet apart at the approaches of the bridge, but they are made to converge towards its centre, where they are attached to the side-rails,

and measure only 4½ feet apart, being the breadth of the roadway between the side-rails. By this converging form, the chains answer in some measure the purpose of guys to the roadway. It is, however, questionable, how far it is proper to give an oblique direction to the main chains; indeed we are rather inclined to think, that the main-chains of bridges of suspension should be kept parallel to the direction of the strain.

The platform or roadway of Dryburgh Bridge is elevated about 18 feet above the surface of the river, when in its state of summer water. It consists of two beams of fir-timber, which run along the extent of the bridge, and are connected to each other with rails, or pieces of timber mortised into them. The side-rails answering the purposes of hand-rails, are formed with diagonal braces and cross ties. The roadway is finished with a cleaving of boards laid across the direction of the roadway, leaving openings of about 3-4ths of an inch between each of the boards, to let off the moisture in wet weather. Under the platform, two chains made of circular rods, 1 inch in diameter, are stretched beneath the beams, and connected with the abutments of masonry on each side, as an additional security.

The back braces or landward chains employed for keeping the upright posts erect, and for counteracting the weight of the bridge, are made of rod-iron, 1 inch in diameter, which are sunk a considerable way into the ground, and pass through large flat stones, which are loaded with a mass of masonry, built in an arched form, and acting as ballast, as shewn in Fig. 3.

An occurrence took place, during the erection of Dryburgh Bridge, which deserves to be particularly noticed. It was observed, that the catenarian curve was not the same when the main chains were simply suspended with their own weight, as when they came to be loaded with the roadway. At the extremity of the chains on each side, and in the centre of the bridge, the points of attachment remained stationary after the catenarian chains were loaded, but between the centre and either abutment, the roadway made two distinct curves, the versed sine of which measured about 7 inches. This defect was easily rectified, by shortening the suspending chains; but it serves to shew the liability of the catenarian curve to alter, when loaded in the direction of the horizontal plane of the connecting roadway.

For the erection of a bridge at Dryburgh, on a ferry of comparative, though small importance, the public are under no small obligations to the Earl of Buchan: and the enterprise which marks the design and execution of it, confers honour on the architects.

UNION CHAIN-BRIDGE.—The work to which we next refer the reader, is the Union Bridge across the river Tweed at Norham Ford, about five miles from Berwick, of which we have given a sketch in Fig. 4. The work here was begun in the month of August 1819, and the bridge was opened on the 26th July 1820, having required only a period of about twelve months for its erection; while a stone-bridge must have been the work of about three years. This work was designed and executed by Captain Samuel Brown, of the Royal Navy, who has successfully introduced the use of the chain-cable into the Navy and Mercantile marine.

The roadway of this bold design is made of timber, on which iron cart-tracks are laid for the carriage wheels. It is 18 feet in width, and is no less than 361 feet in length. The main beams or joisting measures 15 inches in depth, and 7 inches in thickness. The timber cleaving or planks are 12 inches in breadth, and 3 inches in thickness. This great platform is suspended at the height of 27 feet above the surface of the summer water of the river. It is also made to rise about 2 feet in the centre, and is finished on each side with a cornice of 15 inches in depth, which adds to its ornament, and gives it an additional appearance of strength.

The roadway is suspended from the catenarian or main chains by circular rods of iron, which measure 1 inch in diameter. These perpendicular rods are wedged into caps or pieces of cast-iron, called Saddles, which are placed at the distance of 5 feet apart, and are made to rest upon the shackles or joints of the catenarian chains, as shewn in the connecting diagram, marked c. Fig. 4. The attachment of the lower ends of these rods to the beams of the platform which they pass through, is by their embracing a bar of iron which runs along the whole extent of the bridge under the beams of the roadway, on each side. These bars measure 3 inches in depth, and they are connected with the suspending rods by a spear or bolt, which, in a very simple manner, completes the connection of the roadway with the perpendicular suspending rods, and catenarian chains.

The catenarian chains of this bridge are twelve in number, ranged in pairs; the one pair being placed over the other, between the points of suspension on each side of the bridge. These chains, and indeed the whole of the iron-work, is made of the very best Welch iron. The chains are worked into a circular form, and measure about 2 inches in diameter. The Links, as they may be termed, consist of rods of 15 feet in length, and have bolt-holes, which are strongly welded, and neatly finished at each end. These links or rods are connected together by

strong shackles, as shewn in the connecting diagram, Fig. 4.; and a bolt is passed through them, which is of an oval form, measuring 2½ by 2½ inches. At each joint of the three tiers of the catenarian chains respectively, one of the saddle pieces of cast-iron, formerly alluded to, are introduced. The first saddle piece, with its suspending rod, for example, on either side of the bridge, may be conceived as resting on the upper pair of chains, as will be observed in the elevation of Fig. 4.; the next saddle-piece longitudinal direction of the roadway, rests upon the middle pair of chains, and the third upon the lower pair, and so on alternately, throughout the whole extent of the bridge. By this means all the chains bear an equal strain, and the joints are arranged in so precise and orderly a manner, that a saddle-piece and perpendicular suspending-rod occurs at every 5 feet, so that the distance between each pair of suspending-rods forms a space of 5 feet. By this beautiful and simple arrangement, the suspending-rods are made to rest upon the joints of the catenarian chains, so that the links or rods of which they are composed, are kept free of distortion, when loaded with the weight of the suspended roadway.

The spaces of 5 feet between the suspending rods above alluded to, are from into meshes of 6 inches square, to the height of 5 feet on each side of the bridge, and answer the purpose of a parapet wall for the safety of passengers.

Though the timber roadway is only about 361 feet in length, yet the chord-line of the main-chains measures no less than 432 feet between the points of suspension, with which they make an angle of about 12°, and informing the catenarian curve-drop, at the rate of 1 perpendicular to about 7 feet in the length of chain, the versed sine of the middle pair of chains being about 26 feet. The twelve main chains, with their apparatus, weigh about 5 tons each, and weigh of the whole bridge, between the points of suspension, has been estimated at 100 tons.

On the Scotch side of the river, the catenarian chains pass over a pillar of aisler masonry, which measures 60 feet in height, is about 36 feet in its median width, and 17½ feet in thickness. The sides of the lower 10 feet of the walls of this pillar are square, but at this height the walls being to slope at the rate of 1 perpendicular to 12 horizontal. The archway in the masonry of this pillar, which forms the immediate approach to the roadway, measures 12 feet in width, and 17 feet in height. Each pair of main chains being suspended horizontally, pass through corresponding apertures in the masonry, at the distance of about 2 feet above one another, and go over rollers connected with the building. The links of the main chains at this points are made as short as the strength or thickness of the iron will permit of their being welded, in order that they may pass over the rollers, without distorting or unduly straining the iron. After going through the masonry of the pillar, the chains are continued in a sloping direction to the ground, as shewn in Fig. 4. Here they are sunk to the depth of 24 feet, where they pass through great Ballast Plates of cast-iron, into which they are stopped by a strong iron spere or bolt, of an oval form, measuring 8 inches by 3½ inches in thickness. The cast-iron ballast plates measure 6 feet in length, 5 feet in breadth, and 5 inches in thickness in the central parts; but towards the edge, they diminish in thickness to 2½ inches. The ends of the chains thus fixed, are loaded with mound-stones and earthly matters, to the level of the roadway of the bridge.

On the English side of the Tweed, the pillar or tower of masonry forming the abutment or point of suspension, is built upon a bench or foundation, excavated in the face of a precipitous sandstone rock, and is only about 20 feet in height, but its other dimensions correspond with the upper part of the masonry on the Scotch side. The chains on the English side are made to rest upon plates of cast-iron, included in the masonry, instead of rollers, as on the opposite side. Here the ballast-plates are of the same dimensions as those already described, but instead of being sunk into the ground, as on the Scotch side, their position is rather above the foundation of the pillar, where they are set nearly perpendicular, but are placed so as to correspond with the direction of the strain or weight of the bridge. For the greater security of the position of these ballast-plates on the English side, they are connected with a horizontal arch of masonry, which is dovetailed into the rock. This part of the work, however, was not in a finished state when the writer of this article saw it at the ceremony of opening the bridge on the 26th of July 1820. Upon this side, the approach to the roadway forms a curve in front of the pillar, instead of passing through an archway, as on the Scotch side, as will be observed by inspecting the elevation and diagrams of Fig. 4.

The general effect of the Union Bridge, which we have now endeavoured to describe, is interesting and curious; and such is the extent, and its light and elegant appearance, that it has not inaptly been compared to an inverted rainbow. Those who visit this undertaking, as affording much novelty to the scenery of this part of the banks of the Tweed, will not be disappointed in their expectations: while, in a national point of view, as a great improvement, it deserves the most particular consideration of the country at large. It is also of much interest

to the professional Engineer, especially as being the first bridge of suspension erected in Great Britain, calculated for the passage of loaded carriages. Nor ought the enterprising efforts of Mr. Mollé, and the gentlemen of the adjoining shires of Berwick and Northumberland, to be overlooked in the prosecuting of this design, as affording a great practical lesson for the application of bridges of this construction to various parts of the United Kingdom, where stone or even cast-iron would be found impracticable, both on account of the extent of the situation, and the unavoidable expence of works.

The fastidious, upon examining this work, may perhaps find some parts of the general design capable of improvement, and when a second work of a similar or a greater extent comes to be executed, there is little doubt that experience will, in the usual course of things, lead to alterations for the better. We, however think, that the design and execution of the Union Bridge, does the highest credit to Captain Brown, in the construction of bridges on the catenarian principle. We understand that the whole works of the Union Bridge, for masonry, carpentry and smithery, were undertaken by the Captain, for the sum of about £5,000, whilst the execution of a bridge of stone must have cost at least four times that sum. The object of its projector, does not appear to have been the realization even of this bridge:—it was undertaken chiefly with a view to shew the application of chain-cables to his favourite object of bridge-building, and it is hoped that his well merited exertions will ultimately meet with a proper remuneration in the execution of many works of a similar nature. The trustees for this bridge, with proper liberality, have presented Captain Brown with 1,000 guineas since the completion of the work, over and above his estimated price.

DESIGN FOR CRAMOND BRIDGE.—Fig. 5., in the Plate is descriptive of a plan which was originally intended for crossing the river Almond, on the great north road between Edinburgh and Queensferry. The extent of the span between the points of suspension here, is laid down at 150 feet. The chief circumstances which particularize this design, are a mode of fixing the catenarian chains to the abutments of suspension on each side of the river, and in dispensing with that part of the piers which rises above the road-way, by which the main chains are unavoidably prevented from being distributed equally under the road-way. The main chains are likewise made to collapse or turn round the abutments of masonry, as will be seen from the section in which the parts of the work are so contrived, that access can be had to the chains, by an arched way on each side, marked *d* on Fig. 5. In this design, the two ends of the catenarian chains are formed into great *nails* or bolts, with countersunk or conical heads made to fit into corresponding hollow tubes of cast-iron, included in the masonry of the abutments.

From this description, the reader will readily form an idea of the simplicity and effect of this mode of fixing the chains, being such, also, that any particular chain may be withdrawn and replaced, without deranging the fabric of the bridge. The roadway, instead of being suspended from the main chains, is made up to the proper level upon the catenarian chains, by a frame work of cast-iron, prepared for the reception of a stratum of broken stones for the road.

The making up of the roadway of this bridge, however, and the enlarged angle of its suspension, may be considered as limiting the span or extent of bridges of this construction, to about 200 feet. The structure represented by Fig. 5. appears to possess many advantages for bridges of that modified extent, and the manner of fixing the catenarian chains is applicable to all bridges of suspension; it is likewise new, so far as we know.

STRENGTH OF IRON.—The writer of this article has had occasion, professionally, to examine the strength of iron, as a material which enters largely and essentially into the construction of bridges of suspension. He has also considered its laws of expansion, and other points bearing upon this important subject,—but without entering at present upon these topics, he must observe, that if we were to allow, universally, that a square inch of malleable iron is capable of sustaining a force equal to 27 tons, we should, in very many instances, overrate its powers.

From the valuable and highly interesting reports which have been made on this branch of the subject, by the Committee of the House of Commons, appointed for enquiring into the practicability of erecting a bridge over the Straits of Menai, the most important additions have been made to our knowledge regarding the strength of materials in this department of bridge-building. The very ingenious and effective methods also which have been adopted for proving the strength of iron, have been adopted for proving the strength of iron, have been of the greatest consequence in forming the opinion of the engineer, and in verifying his experience. With machines of this kind, which we have seen in operation at the works of Captain Brown and Messrs. Brunton in London, a force of upwards of 100 tons, is exerted with the greatest ease and facility, and with an exactness and precision which is altogether astonishing in experiments of such magnitude. By facilities of this kind, the chain cable manufacturer is enabled, practically, to ascertain what each link, shackle, and bolt will sustain, and he now proceeds with a degree of confidence and certainty in these

matters, which, but a few years since, rested almost wholly upon hypothesis.

In one of these interesting trials at Messrs. Bruntons' work on the Commercial Road, we witnessed some experiments with circular bolts of iron, to which a strain was progressively applied till the machinery indicated a maximum of 92 tons. In this experiment, when the strain had amounted to 60 tons, it was observable that small particles of the oxide of iron began to separate on the surface, and when the hydraulic machine was wrought up to a pressure of 75 tons, the part which ultimately separated and gave way, became sensibly smaller, its temperature was also somewhat increased; and when the register of the machine indicated 92 tons, it suddenly parted or broke asunder. This trial was made with a rod of Welch iron which Mr. Brunton, on examining, and judging both from the strain applied, and the appearance of the fracture, concluded was not of the first quality.

It is hardly necessary, in chain-bridges of great extent, to observe, that no danger whatever is to be apprehended from the ordinary weight of the passing load. But, in projects of this kind, it becomes necessary to consult the safety of the fabric in extreme cases, by taking into calculation the crowded state of the roadway, when a multitude of people or a drove of cattle passes it. The former, however, we consider to be capable of inducing a greater weight, and of being much more dangerous, and perhaps less under controul, under certain circumstances, than the latter. We find that a given area, closely covered with men, will have a greater weight than the same space occupied by cattle; in the proportion of about 9 to 7; and every one knows that a drove of cattle is more likely to be gradually admitted upon the roadway of such a bridge, than a mob of people, whom objects of interest attract to any particular spot. Of this, a remarkable instance occurred at the opening of Captain Brown's bridge over the Tweed in July 1820, when it was intended to keep the roadway clear for the ceremony of the day; but this proved quite impracticable, and a crowd of people broke through every obstruction, and forced their way upon the bridge; and it was estimated, that at one time there were about 700 people upon the roadway. Now, taking each person and this number at 150 lb., it would give about 47 tons, besides its own weight which it sustained, without any apparent derangement.

But the effect we have to provide against in bridges of suspension, is not merely what is technically termed *dead weight*. A more powerful agent exists in the sudden impulses, or jerking motion of the load, which we have partly noticed in the description of Dryburgh Bridge. The greatest trial, for example, which the timber bridge at Montrose, about 500 feet in extent, has been considered to withstand, is the passing of a regiment of foot, marching in regular time. A troop of cavalry, on the contrary, does not produce corresponding effects, owing to the irregular step of the horses. The same observations apply to a crowd of persons walking promiscuously, or a drove of cattle, which counteract the undulating and rocking motion, observed on some occasions at the bridge of Montrose, when infantry has been passing along it. Hence also the effects of gusts of wind, often and violently repeated, which destroy the equilibrium of the parts of a bridge of suspension; and the importance of having the whole roadway and side-rails framed in the strongest possible manner.

PROGRESS OF IMPROVEMENTS.—It is not a little curious and interesting to trace the discovery and progress of improvements in the several departments of the arts and sciences, nor will it be considered foreign to our purpose, if we notice an instance or two of this kind. In the case of impelling boats by steam, for example, we know that this was first suggested and pointed out by Jonathan Hulls of England, about the year 1733, and was applied to practical and extensive use many years afterwards, in the United States of America (as noticed in the *Annals of Philosophy*, vol. xiii. p. 279.) It has also long been known, that chain-bridges of great extent have been erected in the Chinese Empire; and we have seen, that, about the year 1741, a bridge of this kind was constructed over the Tees, and has now formed a communication between the shires of Durham and York, for about 80 years. Here we have perhaps, again, been taught the more extensive application of this speedy and convenient method of crossing ravines and rivers, by the practice of our friends across the Atlantic.

To what extent this mode of bridge-building may be carried is very uncertain, and he who has the temerity to advance sceptical or circumscribed views on this subject, would do well to reflect upon the history of the Steam-Engine. When the Marquis of Worcester first proposed, by the boiling of water, to produce an effective force, no one could have conceived the incalculable advantages which have since followed its improvement, by our illustrious countryman, the late James Watt. Every one must also see the effect progressively produced on the public opinion, by the several propositions brought forward, and the bridges already executed upon the catenarian principle. When, for example, we pass from the slender wire-bridges on the Gals, the Etterick and the Tweed, and consider the advancement of chain-bridges from the Tees in 1741, to the Tweed in 1820, we look with confident expectation to the execution of the bridge over the Menai Strait, both from the well founded deductions of theory and practice.

ASIATIC DEPARTMENT.

—653—

Supreme Court.

CALCUTTA, SATURDAY, JUNE 15, 1822.

The Third Sessions of the Supreme Court of Oyer and Terminer, at Fort William in Bengal, for the present year, commenced this day: and after the Honorable Sir FRANCIS MACNAGHTEN, the only Judge at the Presidency, had taken his seat on the Bench, and the usual solemnities were gone through, the following Gentlemen were nominated as being called to serve on the Grand Jury for the present Sessions.

GRAND JURY.

- | | |
|------------------------|---------------------------|
| 1. Pelegrine Treves. | 13. G. J. Morris. |
| 2. David Hunter. | 14. Samuel Hampton. |
| 3. Alexander Falconer. | 15. G. Jessop. |
| 4. Francis Macnaghten. | 16. J. Collie. |
| 5. John Campbell. | 17. R. Sangster. |
| 6. G. J. Gordon. | 18. George Mackillop. |
| 7. George Tyler. | 19. Hugh Ferguson. |
| 8. L. A. Davidson. | 20. William Mann. |
| 9. Matthew Smith. | 21. William Brodie. |
| 10. D. Bryce. | 22. William Prinsep. |
| 11. Benjamin Ferguson. | AND |
| 12. Henry Molony. | 23. John Breen, Esquires. |

PETIT JURY.

- | | |
|----------------------|--------------------------|
| 1. B. L. Jenkins. | 7. Vallen Gottlieb. |
| 2. John McArthur. | 8. William Knot Ord. |
| 3. William Nichols. | 9. Alexander Rogers. |
| 4. Stephen Colville. | 10. Stephen Hall Ludlow. |
| 5. Thomas Thompson. | 11. J. A. McArthur, and |
| 6. Henry Lee. | 12. D. M. Liddle. |

Sir F. MACNAGHTEN was sorry to find that amongst the Gentlemen summoned to serve on the Grand Jury a considerable number were not in attendance; it gave him great pain to be obliged to touch upon this subject, but if Gentlemen would not attend a legal summons, he should be obliged to enforce it; and the only means would be to fine every such person not answering to the call of the Jury.

He had to congratulate them on the comparative small number of crimes brought before the Court on this occasion, which, considering the vast population of the country, were diminishing in a very great degree; and the cases now brought before them, he was happy to say, were very little more than petty larceny.

His Lordship proceeded to say,—There was one case that would require their most particular attention and serious investigation. The papers relating to this did not reach him till a late hour last night, and his hasty perusal of them did not admit of his making more minute observations on the case at present.

There had been a degree of assault on the part of the person impeached, which the law ought to take the strictest cognizance of the motive of the party accused might have been good, but it was for the law to determine, whether he was permitted to carry the law into effect by sending his own Burkindos and Peons to seize upon the property of the Plaintiff, which he (Sir FRANCIS MACNAGHTEN) was informed was not valued at less than Ten Thousand Rupees.

His Lordship observed that however the case might have been represented, he thought the party impeached ought not to have sent his own Peons to put people out of possession who had been put in by indubitable right, and whether such proceedings were strictly legal the law ought to decide.

As it might perhaps be in the power of some of the Gentlemen present to give him further information on the subject, he (Sir FRANCIS MACNAGHTEN) would feel obliged if any of them could furnish him with details.

Much as Death for Forgery had been reprobated, he thought some mode of punishment ought to be devised; and that the party at the least, ought to be made to restore a part of the property, and be sentenced to Transportation or Imprisonment.

There was another offence, his Lordship added, which required the more immediate scrutiny of the Court: a cruel and most atrocious assault, under circumstances the most aggravating that could be imagined, and surpassing any thing on which sentence had ever yet been passed; the person thus assaulted had been sent to the Hospital, and little hopes were entertained of his life.

There was another case where a man entered a house of ill-fame, and found a woman's throat cut from ear to ear. How it was possible a person could be guilty of such acts of wanton barbarity the learned Judge confessed he could not conceive. There was but little doubt, that robbery was the original intent, and even could such robbery be proved they were not able to punish it beyond imprisonment. His Lordship felt that terror ought to be infused, and that the most efficacious method would probably be, to condemn the criminals to confinement in the House of Correction and hard labour.

The Petit Jury having been sworn,

Ketaubdee, a Native, was put to the Bar, charged with having committed a Burglary, on the 11th of March last, in the house of Ram Hurry Burrah. He deposed and brought witnesses to prove that the Prisoner had been discovered by the women of his family on their return from the bath; that on their approach he had fled, upon which they alarmed the neighbourhood with cries of "Stop Thief!" The Prisoner was soon secured (having wrapped several valuable ornaments of gold and silver in his drawers) and taken to the Thannah.

The Prisoner, in his defence, pretended that he had an intrigue with the Daughter-in-law of the Plaintiff, and that she, being apprehensive of losing her cast, had thrown the articles in question, at him out of a window, which were afterwards put upon him.

The learned Judge observed that the defence was too futile to meet any credence, and desired the Jury to proceed to consider their verdict.

The Jury without leaving the Court, gave a verdict of GUILTY.

A Calendar of Prisoners now under confinement in His Majesty's Prison in Calcutta for divers Offences, in the Custody of James Calder, Esquire, Sheriff of Calcutta, dated this 15th day of June, 1822.

CABILL, alias COWRA, committed on the 9th of February 1822, by T. Aslop, Esq. charged on the Oaths of Choonia, Sheorcolla and others, with having on the 8th February, in Calcutta, feloniously and unlawfully wounded her the said Choonia.

RAJCHUNDER DHUR, committed on the 25th of February 1822, under Bench Warrant, charged on a certain Indictment found against him (together with several others) at the first Sessions of Oyer and Terminer in the year 1822, concerning a certain Forgery and Conspiracy.

LAULMOHUN, committed on the 28th of February 1822, by T. Aslop, Esq. charged on the Oaths of Muddosoodun Das, Goluck Seal, and others, with having on the 2d day of August 1821, in Calcutta, feloniously stolen, taken, and carried away Two Bengal Bank Notes of the value of each One Thousand Sicca Rupees, and one other Bank Note of the value of Five hundred Sicca Rupees, the property of him the said Muddosoodun Das.

GUNGARAM SAH alias GUNGANARAIN SAH, and GOURMOHUN SAH, committed on the 6th of March 1822, by T. Aslop, Esq. charged on the Oaths of Gopauldoss Roy, Ramjee Mal and others, with having on or about the 20th day of January last, within the Town of Calcutta, unlawfully conspired together to injure and defraud, and with having thereby injured and defrauded, one Hursook Roy.

GROOPERSAUD CHUCKERBUTTY, committed on the 12th of March, 1822, by T. Alsop, Esq. charged on the Oaths of Gopaul Dass Roy, Hursook Roy, and others, with having on or about the 20th day of January last, within the Town of Calcutta, unlawfully conspired together to injure and defraud, and with having thereby injured and defrauded, the said Hursook Roy.

ROY SING, committed on the 17th of April 1822, by T. Alsop, Esq. charged on the Oaths of Ryecharn Dutt, Radhakessen Daas, and Russomoi Day, with having on or about the 26th day of November 1820, in Calcutta, feloniously stolen, taken, and carried away one Bank Note, No. 18,344, of the Bank of Hindoostan of the value of One thousand Sicca Rupees, and Two hundred Sicca Rupees, the property of Chytorcharn Day and Bissumber Day.

BRONBUX, committed on the 26th of April 1822, by T. Alsop, Esq. charged on the Oaths of Hingun Dye, Rozeen and others with having on the 25th of April instant, in Calcutta, unlawfully and feloniously assaulted one Bunno.

BONNA COOK, committed on the 27th of May 1822, by T. Alsop, Esq. charged on the Oath of Nancy Fawcett with having used threats toward the said Nancy Fawcett, by which the said Nancy Fawcett apprehends danger to her life.

KITAURDEE, committed on the 5th of June 1822, by T. Alsop, Esq. charged on the Oaths of Ramhurry Burrah, Ramchand and others, with having on the 11th of March last, feloniously stolen, taken, and carried away from the dwelling house of the said Ramhurry Burrah, situate at Simlia in Calcutta, 1 pair of silver Mulls, worth 12 Rupees, 2 pair of silver Mulls, worth 12 Rupees, 1 pair of silver Currah for wrists, worth 4 Rupees, 8 silver Rings, worth 8 Rupees, 1 silver Gote, worth 12 Rupees, 1 silver Chain, worth 1 Rupee 8 Annas, 1 gold Poneblurry, worth 40 Rupees, and 1 string gold Danah, worth 28 Rupees, the goods and chatties of him the said Ramhurry Burrah, against the form of the Statute in such case made and provided.

SUMBOO, committed on the 13th of June 1822, by James Weir Hogg, Esq. charged on the Oaths of Kissoree Boistnabee and others, with having on or about the 4th day of April last in Calcutta, unlawfully and feloniously assaulted and wounded the said Kissoree and Boistnabee with a razor, with intent to kill and murder her the said Kissoree Boistnabee, against the form of the Statute in such case made and provided.

Anglo East Indians.

To the Editor of the Journal.

SIR,

Although a name has been justly observed to be in itself unimportant, yet, if there be any necessity for giving one, it is both desirable and expedient that that which may be selected, should not only be divested of all ambiguity, but clearly designate the object intended to be represented. In this respect, the term *Anglo-Indians* used by your Correspondent S. P. to denote that part of the Community which has of late been styled *Indo-Britons*, does not appear to be sufficiently discriminative, because it may apply to persons similarly circumstanced in regard to *Parentage* in the West Indies, as *Indo-Britons* are here. The term, however, may, I believe, be rendered more significant by adding the word *East* to *Indians*; thus, *Anglo East-Indians*, which would at once define the *origin and country* of that class of the British Subjects in Asia, who are now, as choice or caprice directs, indiscriminately styled *Country-born, Indo-Britons, East-Indians, and Eurasians*. The objection urged by S. P. to the term *Indo-Britons*, seems to me unanswerable; because this compound does certainly imply rather a distinct tribe of *Britons*, properly so called, than *Indians*. It cannot, therefore, I should think, be applied with any propriety, to the *descendants of Britons born of Native Mothers in the East Indies*, though it might perhaps be unobjectionable, as a name, to denote the *offspring, born in this Country, of English Parents*.

AN ANGLO-EAST-INDIAN.

Press.

To the Editor of the Journal.

SIR,

Being equally averse to imposition myself, wherever it may actually exist, as your Correspondent "AN EREMIT," I made some enquiries on the subject of Licenses obtained at the Office of the Registrar of the Supreme Court, without the intervention of a Proctor,—and I find that although many Persons make applications there, for the purpose of saving their *siller*, whether, through *Parrimony, Economy, Prudence*, or other motives,—they are frequently not only charged but compelled to pay a certain person in that Office, armed with a little brief authority (unknown it is supposed to the Registrar) the like Fees which a Proctor lawfully, or conscientiously (with respect to circumstances) might or would charge,—in many cases more.

This, Mr. Editor, is truly an *imposition*. A friend of mine who lately entered into the happy state, and who would have employed a Proctor, had he not been recommended by the Guardian of his intended to go to the Registrar's Office, informed me that the License was detained by the aforesaid Person, until the sum of 3 Gold Mohurs was paid to him—By giving this insertion you will oblige. Your obedient Servant.

ONE OF THE FORTY.

Pigeon Dawks.

To the Editor of the Journal.

SIR,

A year or two ago a proposal was made to the Merchants of Calcutta for establishing a Telegraphic Communication between Calcutta and Saugor Island, and a model of a Telegraph, upon a simple construction, was exhibited at the Exchange for their inspection, as the scheme met with general approbation it is to be regretted that it was not carried into execution.

My attention has lately been directed to the different methods which have been adopted for the speedy conveyance of intelligence between distant places, in consequence of having observed the great anxiety expressed by several people about some of their friends who were proceeding to sea.

The object of this address is to propose a substitute for Telegraphs which will be attended with but little trouble or expense, viz. the employment of the birds commonly called Carrier or Messenger Pigeons.

I believe all the varieties of Pigeon are reared in Bengal, and am informed that the Carriers are not uncommon. They breed frequently, so that any person may soon have a large stock of them.

You, who have travelled in the Levant, are no doubt well acquainted with the uses which have been made of Carriers in that part of the world; but in case you should not have sufficient leisure to write upon the subject, I subjoin, for the information of your readers, the following paragraph from Russell's History of Aleppo, as quoted by a writer on Natural History.

"At Scanderoon, where the Messenger was employed to convey the speediest intelligence to the Merchants of Aleppo of the arrival of Ships, they fastened a Letter under its wing, and after having fed it, dispatched it to its native country: No sooner does the bird find itself at liberty than it raises itself to an amazing height in the air, and continues to direct its course with unerring certainty, and at the astonishing velocity of forty miles in an hour and half."

At this rate, a Letter from Saugor or the Sand Heads should reach Calcutta in less than two hours.

Intelligence may be quickly conveyed to a greater distance by having relays of Pigeons.

In the rainy season, when roads are frequently rendered impassable by floods, Dawks from distant places may be delayed for several days; at such time these Birds would be particularly useful.

X.

Friend to Government.

To the Editor of the Journal.

SIR,

A FRIEND TO GOVERNMENT, in your Paper of Saturday last, has taken a cheering view of the condition of *Section Writers*. He says that "a quick *Section Writer* has been known to write off 300 or 400 Rupees a month, with a few hours daily labor." It is well that the time is past. I fear his position will require a better argument to support it now, than mere assertion. Were he to attempt to write off, as he calls it, even 300 Rupees a month, he would find that there was a wide difference between saying and doing, and that the few hours which he judges quite sufficient for the purpose, would, according to the ordinary mode of computation, amount to nearly about one half of a Solar Day, whatever estimate he might have formed of his abilities as a *Penman*. To shew, however, at once, how limited his information on the subject is, I shall venture to say, without much fear of being contradicted, that nine tenths of those who are now attached to the Public Offices under Government, as *Section Writers*, would be glad individually to exchange their situations for one of a permanent nature, with a Salary of One Hundred Rupees per month.

The idea entertained by this all-sapient FRIEND TO GOVERNMENT that *Indo-Britons* would "injure themselves, and prove detrimental to the State" by seeking to improve their condition, and to render their services beneficial to themselves and the Community, is too ridiculous to deserve a moment's consideration; and his empty declamation about *Indo-Britons—Republic—British Subjects—the King of Delhi—Pseudo Shahs,—and Mahratta War*, is a suitable exordium to the appalling climax which closes his laboured tissue of unmeaning jargon. He first misconstrues the scope and object of the PRACTICAL REFORMER'S Pamphlet, and then proceeds, with all the gravity imaginable, to deduce conclusions from the premises which his blundering conception had previously laid down.

A FRIEND TO THE PEOPLE.

Matrimony.

To the Editor of the Journal.

SIR,

I cannot help admiring the arguments of your correspondent "*Not far from the Sutlej*," against Matrimony; because their are chances against getting good Wives, he thinks we ought never to marry. For nearly the same reason he may call all Military men lunatics, they being at all times exposed to get broken heads, and men in general idiots, since there's nothing to be gained anywhere without a proportionate risk. Were the Ladies, because there are equal chances against getting good Husbands, to determine against Marriage, and to indulge in the same liberties that Bachelors do (for in the eyes of our Maker they are equally entitled to them), what would the world soon come to? That, as the fashion now stands, the occasional indulgence with a buxom wench is (in a measure) excusable in a young man whom nobody will marry, I'll allow; but ought those who are handsome and rich enough to become Benedicts, to be treated with the same mistaken lenity? To me, unless they completely weed out of their minds love of women, they seem grossly to violate all laws, "human and divine," and richly to deserve the evils they often bring on themselves by still continuing to live with Native Mistresses. In nine instances out of ten these are the consequences unnecessary celibacy, and which violated Nature seldom leaves unpunished.

With respect to his refined notions about the parties being of the same temper, and endued with the same inclinations, I conceive him to be rather too particular. Provided the bride have any sense at all, and really can love him; or he have any sense, and can love and rule his bride, there's no doubt but mutual interest will soon teach them to jog on cheerfully together. Should neither of these be the case, he should not have married

her. Above all, he should have taken care that it was with the Lady's own free will that she married him, uninfluenced by any authority soever: after which, if he does not fail himself in performing to the utmost every conjugal duty, he needs not fear any neglect or impropriety on her part.

As to his being ruled by her, he must be a weak man to allow it openly; but this no woman of sense will try to do, for her husband's credit as well as her own. She must be aware that it would only sink him in the opinion of his best friends. To do it, however, without being perceived, is the part of really a masterly hand; and it seldom or never happens. I believe, that the mistress of this noble art uses it at all amiss. With a chaste good wife of this description, what chance is there of any one looking back with regret to the lost "sweets of liberty?" One word more, Mr. Editor, and I'll end my tedious Letter, begging your pardon for having detained you so long with it already.

From the place my Friend's Letter is dated from, it is probable he is a Military man; and from his competency to marry, sufficiently steadied to form a reasonable judgement of his bride-elect. In this case he needs not fear to venture more than,

Sir, Your most obedient Servant,

Somewhere above Calcutta,

PHILO-GAMOS.

Brevet Captain, and Eligible Elect.

P. S. I understand that there are many sensible charming young Ladies at Calcutta; so I hope to be happily married yet. The new Regiments will promote me.

Nature Defeated.

To the Editor of the Journal.

SIR,

Nature is by trade a baker, and men and women are her loaves and cakes. One day as she was preparing a batch, an odd piece of dough was accidentally thrown into a corner cupboard, where it remained neglected and forgotten, till it became sour and mouldy. What was to be done? waste was contrary to the disposition of Nature, yet the use she made of it was a sort of waste, for, throwing in a few caraway comfits, and a handful of brown sugar, she mixed it up. Baked this odd piece must be, yet it was not worth while purposely heating the great Oven for it; it was therefore put into a Dutch Oven, (every body knows what a Dutch Oven is.) Cinders and ashes, tumbled in; it was scorched on one side, half baked on the other, and the inside was scarcely warmed; in this state, it was with the rest of its kindred batch exposed for sale. (It is true some had remained longer on hand than others, but this was owing to the want of discrimination in the buyers, who, though they came first and had the picking and chusing, actually left the best for the last. Excuse this digression; a story is nothing without one, whether it be, or be not, to the purpose.) Not a purchaser would offer to buy it, not a beggar could be found to receive it in charity, even the very dogs refused to touch it. It had remained so long in the window, that it became an object of ridicule and disgust, and Nature at last ashamed of its exposure had it withdrawn, but whither it went I never knew, or ever enquired. It is still however a great source of sorrow to our poor old Mother, who never intended any work of hers to have been vain, but in this instance she is obliged to confess herself foiled, when she remembers having spoiled a Woman and formed an OLD MAID.

PHAON.

BILLS ON THE COURT OF DIRECTORS.

	s.	d.	rs.	as.
At 6 months sight,	2	1	20	0
At 12 months sight,	2	1	17	8
At 18 months sight,	2	2	15	0

RATES OF COMPANY'S PAPER.

	Sell	Buy
Remittable Acknowledgments,	17	18 8
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Letter from Bussorah.

DEAR SIR,

Bussorah, December 25, 1821.

I beg leave to hand you, for the information of Merchants and others interested in the trade of the Gulf, a copy of a letter addressed by Captain Taylor, in charge of this Residency, to the Officer in charge of the Factory at Bushire (a copy of which communication was inclosed to me for my guidance), and to acquaint you that the Flag Staff has been struck and the whole of the establishment embarked for Grane.

This step has been taken to give effect to proposals made by our Government to His Highness the Pasha of Bagdad with respect to the line of conduct of late pursued by His Highness. Should His Highness give them his favorable attention, I imagine a few months will bring the Residency back to Bussorah, on the contrary should he be so hardy as to treat them lightly, a rigid blockade of this Port, and a general Embargo in India on Shipping bound this way, will be the consequence. So strong however is my belief in a speedy termination being put to the present dissensions, that I have no idea whatever of leaving Bussorah.

Believe me, my dear Sir, yours very truly,

It may be as well to add, that in the mean time Vessels may come up, discharge and take in cargo; the only prohibition being that no British subject can have any communication with the Turkish Government.

(COPY.)

To James Dow, Esq. in charge Residency, Bushire.

SIR,

I am directed by the Honorable the Governor in Council of Bombay, to remove this Residency to the Port of Grane, and at the same time to adopt the necessary measures for warning all Ships under British Pass and Colours proceeding to Bussorah, of the cessation of all intercourse with the Turkish Government, of the consequent removal of the Factory from Bussorah, and of the Embargo which it is intended to lay on all trade between India and the territories under its controul, should it fail to grant certain constitutions proposed for its acceptance, I shall leave this place for Grane with the whole Establishment in forty eight hours, and thither I request all Packets may be forwarded to my address.

I have also to request you will inform all Masters of Merchant Vessels importing at Bushire of the contents of this letter.

I have the honor to be, &c. &c.

Bussorah, Dec. 19, 1821.

(Signed)

R. TAYLOR, Capt.

Death.

On the 10th instant, at Berhampore, on his way to Chuprah, JOHN EUSTACE CHINNERY, only Son of GEORGE CHINNERY, Esq. of Serampore. This young Gentleman had but recently arrived from England, where he had completed his education, and after passing a few days of inexpressible happiness with his fond and delighted Father, embarked on the river to proceed to Chuprah, with the hope of gratifying, by his visit, an equally fond and expectant Mother and Sister, all of whom he had not seen for many years. The voyage was undertaken with every precaution and preparation that the season demanded, or that care could provide: and the most agreeable hopes were indulged, alas! too soon to be blighted for ever. On his way up the river, he was taken ill on the 3d instant at Berhampore. There, however, it was considered fortunate that he should be so near Medical assistance, which was afforded with a promptness and attention that nothing could surpass. But though this was continued without intermission, added to the most friendly care and solicitude of all the principal persons at the station, it pleased the Almighty to close his earthly career, after an illness of seven days, which no efforts were spared to conquer. The promising talent and accomplished understanding of this early victim to a baneful climate, were such as to raise the most sanguine hopes of his future happiness and distinction: and his premature and unlooked for death has accordingly destroyed all those fair prospects which fond and frail humanity so often indulges in vain, leaving his afflicted parents overwhelmed with grief and inconsolable for his loss, and plunging them in one fatal moment from the pinnacle of human joy to the depth of human misery, in which the consoling hope of future happiness is their only stay, and from which the slow but certain influence of Time can alone relieve them.

Fair Play.

To the Editor of the Journal.

SIR,

If the object of SI-GIS-MUND be to shew us merely, that he is a very clever and a very funny fellow, then it is quite unnecessary for him to write any more, and for my part I cannot discover what effect his letters can be intended to produce; his queer conception of the "pewter inkstand breaking out into a horse laugh" and "the pounce bag bursting its sides with merriment" nearly put me into hysterics, and really during this oppressive weather it is too bad to try our nerves so severely; particularly when instead of astounding us with his wit, it would have been "more german to the matter" to have given us a little sober argument.

Seriously speaking, Sir, I must confess that I concur with you in the opinion that it is too much the fashion here to substitute ridicule for argument; but after all, what does all this brilliant display of wit, when singly opposed (as it is in the matter at issue between SI-GIS-MUND and me) to facts. What does it avail, I ask? it is like "the sounding brass and the tinkling cymbal," it astounds our senses for the moment indeed, but it reaches no farther, we are amused but not satisfied. One argument to prove the propriety or the justice of continuing a Regulation which oppresses exclusively one class of people and involves at the same time a gross absurdity, would have been more to the purpose than all the wit, either original or borrowed, which flashes on us in every sentence of SI-GIS-MUND's communications.

It is easy to perceive, indeed, that the cause which SI-GIS-MUND has undertaken to defend is a bad one; and if he conceived himself and his Colleagues attacked by my letter, his only defence should have been their want of legislative power to correct the evil, which it was my object to get removed. As he seems a good natured fellow too, he might have aided me in my endeavour to bring it to the notice of those who have this legislative power. As it is, his interference has been to no purpose: if any blame was imputed to the "Executive" Officers at the Custom House, a volley of puns poured forth with the rapidity of a *feu de joie*, could not certainly prove, that the imputation was groundless; nor is it, in my opinion, any very strong argument against the modification of an absurd Regulation; to say, that it affects only the *genus irritabile*, the Country Captains; because, though they are in a manner amphibious animals, yet they have generally I believe been considered to be entitled to the same rights and immunities as other British Subjects who may reside constantly on *terra firma*.

The subjects of our Correspondence must however now have become wearisome to you and to your readers; and I take my leave of it, therefore, in the hope that SI-GIS-MUND, notwithstanding all the ridicule he has bestowed on it, will nevertheless deem it worthy of more serious consideration, and good naturedly endeavour to save the "peppery" race from the hardship of paying double duties, in these times of difficulty and distress.

I am, &c.

June 14, 1822.

FAIR PLAY.

Marriage.

On the 15th instant, Mr. J. H. VERTANESS, Assistant of Messrs. CRUTTENDEN and Co. to Miss B. JACOB, youngest Sister of Mr. CARRAPIET JACOB, of this place.

Births.

At Chowringhee, on the 15th instant, the Lady of R. HUNTER, Esq. of the Civil Service, of a Daughter.

At Asseerghur, on the 27th of January last, the Lady of Lieutenant RIDEOUT, of a Daughter.

Deaths.

On the 13th instant, the infant Daughter of J. W. GRANT, Esq. of the Civil Service.

At Cawnpore, on the 4th instant, CHARLES EDMUND, the infant Son of Captain CAVE BROWN, aged 5 months and 15 days.

ASIATIC DEPARTMENT.

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Shipwreck of the *Blenden Hall*.

Bombay Courier, May 25, 1822.—The fate of the free trader *BLEN-DEN HALL*, has at last been ascertained; she was wrecked on Inaccess-ible Island (a small island near Tristan da Cunha) on the 23d of July: we have the satisfaction of stating that the Captain, Officers, Passengers and Seamen, with the exception of eight of the last, are safe. We have been favored with the following extremely interesting narrative of this shipwreck, and of the subsequent privations and hardships endured by the Passengers and Crew.

A Narrative of the Shipwreck of the BLEN-DEN HALL, Capt. Greig, bound from England to Bombay, which was lost off the Island Inaccessible, at 10 A. M. on the 23d of July 1821, in Lat. 37°29' S. and Long. 11°45' W. of Greenwich; with an account of the sufferings of the Passengers and Crew.—By Lieut. J. Pepper, Honorable East India Company's Bombay Marine.

THE *BLEN-DEN HALL*, Capt. Greig, for Bombay, left Gravesend on Sunday the 6th of May, 1821, with her complement of able seamen, and arrived in the Downs on the Tuesday following; where she was detain-ained by contrary winds until Friday, when weighed anchor, and pro-ceeded as far as Dungeness.—The wind veering to the W. and blowing extremely hard, obliged us to anchor under the point, and were detain-ained until the 18th with several other vessels bound down channel. At 7 A. M. an easterly wind springing up, got under weigh, and made all sail.—On the 20th, breeze continuing, at 10 P. M. passed the Lizard, dis-tance about five leagues, and crossed the bay with a continuation of the gale. Saw a ship, apparently waiting an opportunity to enter the chan-nel. Passing the Madeiras in favourable weather, every one anticipated a good voyage; continuing the usual course through the N. E. trade, we were overtaken by a ship, which proved to be the *WELLINGTON*, and parted that evening, stating their intention of steering S. course. Two days after the *GRENVILLE* spoke us, having left the Downs with the *WELLING-TON*, but separated during the gale in crossing the bay of Biscay.—This ship being a superior sailer, also left us. A little to the N. of the line, at day-light, saw a ship, distance 6 or 7 miles; at 11 A. M. sent a boat on board; she proved to be the *DAPHNE*, bound to Madras; last from Madeira; this ship also left us.

Getting into the S. E. Trade Winds, and crossing the line in 25° W. Long. steered to the S. and W. but owing to the trade hanging far sou-therly, for the first week we found ourselves making considerably to the westward; but on reaching 35° S. Lat. the wind coming from the N. and westward, we hauled to the S. E. continuing to the 22d of July, when in Lat. 36° 30' S. and Long. 15° 11' W. per Chron. at noon we steered on with the intention of making Tristan da Cunha, to ascertain its accu-racy.—On the 23d at day-light when in expectation of seeing the land to leeward, we found the atmosphere too thick to discern any object; pur-suing our course, under this uncertainty of the ship's true situation, with respect to her distance from the Island; we suddenly at 10 A. M. discover-ed sea-weed and other indications of being near land.—Orders were im-mediately issued to reduce sail, when going aloft for that purpose, heavy breakers were discovered on the starboard bow, and every exertion being made to bring the ship on the wind, which proved ineffectual, in consequence of its suddenly dying away and becoming light, and the rudder getting entangled with sea-weed. The ship now not answering her helm, and a probability of her clearing the breakers on the other tack, we endea-voured to boxhaul her, but the wind constantly changing, our attempts were in vain.—Five minutes after, she unfortunately struck on the reef off the N. W. of the Island;—and holed herself, hanging on her forebod-y, which caused her to beat hard on the stern post, and carried it away; then catching the midships, with a heavy sea, broke her back. Previous to this, we succeeded in getting out the jolly-boat, and small cutter, in which the crews made the their way to the shore, leaving behind the Cap-tain, Passengers, and several of the ship's company; who were then en-deavouring to get out the long boat; after starting her from the blocks, she was unfortunately stove by the violence of the sea breaking on board; in attempting this, two of the seamen were washed overboard, but by the assistance of ropes, &c. they were got on board again without injury; and ad interim, the poop fell in, and was in part washed away. It was then thought necessary to cut away the mast, in order to prevent the ship labouring so much, and to protect the crew from being carried off by the force of the waves. The ship having heeled on the starboard side, exposed us to the fury of the sea. By this time it was evident the ship must part by the mainmast: it then became necessary to get the ladies and all hands forward on the larboard side of the fore-castle; and while accomplishing this, the ship parted, as expected. Then Cap-tain Greig suggested the expediency of getting a hauling-line on shore, which met the concurrence of other professional persons on board. Mr. Summers, the Second Officer, with the most praise worthy intrepidity undertook this hazardous service, but owing to the heavy sea, and the tide running strong to the Eastward, did not succeed, and it was with great difficulty he regained the ship. The crew of the boats had by this time reached the shore. The fog clearing off, presented to us our awful situation, being only about half a mile from the beach. The effect on our minds was truly indescribable.

Disappointed in our hope of getting a line on shore, some of the Pas-sengers and Crew determined to risk the venture of swimming, among whom were Messrs. Giberne, Law, and McTavish; the two latter must have perished, but for the assistance of those who had previously succeed-ed in landing. One of the seamen, named Hoare, who adopted their re-solution, unfortunately sunk; and another nearly experienced a similar fate. The boatswain (Hawkesley) undertook the second trial to reach the shore with a line, in which he failed, but did not return to the ship. A third attempt was made by a seaman, named Macallister, who was equally unsuccessful. While these operations were going on, the ship, from the weight of her bowsprit and jibboom split in a fore and aft di-rection, and the starboard side of the fore-castle immediately sunk; du-ring this Capt. Greig was nearly lost, by a heavy sea breaking over. We were at first apprehensive the weight of the anchors would counteract what we considered would be most conducive to our safety, and about noon thought of cutting away the stopper and shank painters; but pro-videntially we were unable to start the anchors, which we afterwards found were the cause of our preservation, by keeping part of the fore-castle in its original position.—The seamen who remained on board were about to rig a raft under the lee of the ship, from the spars which occasionally washed round the bows; having succeeded in lashing two or three spars, eight of the crew and passengers went on it, and with the exception of one, reached the shore with great difficulty in consequence of the off-set of the tide which drifted them out to sea, leaving us under great appre-hensions for their safety. About one P. M. that part of the wreck we re-mained upon, began to wash gradually towards shore, until about three P. M. when it hung to a rock for one hour, or more, before we perceiv-ed any chance of effecting a landing. During this our horrors were inex-pressible, each expecting the next moment would plunge us in a watery grave; and under this idea, we took a supposed last farewell of each other. Thus situated we remained for some time, when the wreck again moved towards shore, affording us once more a gleam of hope, that we might attain it; although, from the very heavy swell, great dangers still awaited us. About 5 P. M. we had drifted close enough for those on shore to heave a rope on to the wreck, by which we were enabled to get on shore, by watching the drawback of the sea, which left us but a small space of water to wade through, and were assisted up the beach by those who had previously landed, and had in a great measure recovered their strength. Captain Greig's conduct, from the time the ship struck, deserves every praise, and particularly for his de-termination of continuing on the wreck till the last.

He Crew and Passengers assembling together, Capt. Greig en-quired if any were missing; and was informed, that two were lost, one in swimming, and the other from the raft. About 5.30 P. M. night approaching, we retired to the rushes, about fifty yards distance from where we landed, for the night, in the distressed state we were in, some of the passengers being without any other clothing than a shirt. Some spirits which had drifted on shore, gave an opportunity to those who first landed to get intoxicated, of which they availed themselves, and added to the horrible scene around us. The Island affording no shelter, we were exposed to the rain, which fell very heavy during the night, without sleeping, and were frequently annoyed by such of the crew as were drunk, together with the noise of the chain-cable and anchors striking against the rocks. At day-light, about 6 A. M. all was confu-sion; the men shaking off the yoke of subordination, and taking upon themselves an equality with the passengers, which they did not hesitate to avow in terms accompanied by the most opprobrious language. See-ing the impossibility of commanding them in such a state, three parties were formed, consisting of the Captain, Officers, and such of the Passen-gers as were able, to explore the Island. One party to the Westward, the second to the East, and the third over the hills. The first travelling the beach for the space of about 3 miles, without succeeding to their wish, the sea preventing their going further. They returned about 2 P. M. repeating their opinion, that the best place for pitching our tents was to the Westward, near three large ponds of fresh water, in which a number of Sea Elephants were seen swimming, but the flat ground running off to the Westward, being constantly exposed to the wind and weather, as well as inundated and covered with rushes, occasioned some doubt as to the fitness of the situation. About 3 P. M. the party that had gone Eastward returned and reported a more favourable spot, about a mile and a quarter East of our present station, being close to a waterfall, and some appearances of recent fires having been made there, led them to believe, that others had been on the Island, and made choice of that part; they also found the ship's cutter lying high and dry, with-out much apparent injury; also a bale of red cloth, which had drifted from the wreck, and served us for bedding, &c. and protection from the wet ground and the rain, which fell heavily during the night, accom-ppanied with a strong wind, from the W. N. W. The third part came back in the evening, bringing with them several roots of wild celery, but had not discovered any place so suitable as that we determined on to pass the night.

Our food this day consisted of Penguins and raw beef, which we had picked up: being unable to make a fire, for want of materials, and the dampness of the wood excluded the possibility of obtaining one by fric-tion. Nothing but extreme hunger could have induced us to partake of

food in a state so revolting to the feelings of human beings. In the evening, one of the seamen, lost from the raft, floated on shore, and was buried with the usual ceremony; and, although we took every pains, with large stones, to prevent the sea removing the corpse, we were much shocked a few days after, to find the body wholly exposed. The next morning, (25th) at day-light, the Passengers and Crew were mustered, and a small party was dispatched to get the cutter up above high water mark, and the others that were able, were ordered to collect what provisions, &c. they could find along the beach; in the course of their search, a cow and two sheep were found, also a ham or two, and a few cheeses. We were further fortunate, in picking up a box of surgeon's instruments, containing a flint and steel, which, with the combustible matter in one of Congreve's rockets, enabled us to make a fire. The iron buoy was brought up this day; and in the afternoon several parts of the wreck came on shore, and also 5 puncheons of rum and gin, and some cases of wine and beer, and many bales of cloth, which were of infinite service to protect us from the inclemency of the weather. Some Penguins were caught this day, which, from excessive hunger, we were glad to cook in the state they were taken, without plucking or cleansing; all being clamorous to share the fire that was kindled. Some clothing came also on shore, but so much cut by the sharpness of the rocks, they were rendered nearly useless. A large quantity of perfumery and distilled waters was taken up; and the sailors, to discover what the bottles contained, broke the necks, expecting to find spirits in them. At one P. M. commenced rigging a tent, with canvas and spars from the wreck, and at sun-set had finished it, sufficiently to protect us in a great measure from the rain, &c.; it being of a small size, would not admit of more than one third of our number, and then was very crowded; but every one was anxious to participate of its accommodation, the others occupied casks to shelter themselves for the night.

This day, while traversing the beach, I picked up Norie's epitome, and on examining the Long. and Lat. of the three Islands, found Inaccessible to be the westernmost; on putting some questions to one of the party that attempted the hill, I learnt the bearings of the two islands seen by them, the largest to be between N. E. and the other nearly South, which confirmed me in opinion, that we were on Inaccessible; and until this time, I believe, it was generally thought, we were on Tristan da Cunha. Miserably as we were off, the warmth of the fire afforded us much comfort; particularly the ladies, who had suffered extremely from hunger, wet, and cold. In fact, several of the passengers were so much exhausted, that apparently, they were near expiring.

At day-light on the 26th, sent a party to explore the island, over the hills, the remainder, such as were capable, were ordered to the beach, to collect all the provisions they could find, and whatever else that might be useful; among which were several cases of surgeon's instruments, with knives, saws, &c. which proved of essential service; some provisions were brought up and deposited in a cask for general distribution, agreeable to the order of Captain Greig. At 2 P. M. the party returning from the hill, having ascended nearly a mile, found, in the direction they had taken, the impracticability of advancing farther. This day, two more tents were completed, which afforded to us and the Invalids much comfort. It was now thought necessary to enforce a regulation, requiring each individual, whose strength would permit, to bring two loads of ship-wood from the beach daily, while it lasted, that on the island being inefficient for the purpose of cooking. We killed this day three female Sea Elephants near the ponds before mentioned. The brains, heart and tongue of these we ate; but the flesh of the young ones we took out, was far superior to that of the old ones, yet extremely disgusting. This day cut the iron buoy asunder, and converted it into boilers; made some soup with penguins and wild celery, and found considerable nourishment therefrom, notwithstanding it was very mawkish; but being warm, it accorded very well with our famished stomachs. The tin lining of two chests served us for frying pans, but they lasted only a day or two, leaving us only the two boilers for cooking, and they, we were apprehensive, would soon become useless. Towards evening, the body of the seaman Hoare, who was lost in swimming, was taken up, and buried close to that of his shipmate with the same ceremony. At night, some of the party were obliged to occupy the casks, as before, the three tents not affording sufficient sleeping room for all. The wind blowing strong in the night, caused the covering of the tents to rise, and admit the rain, from which we suffered very acutely.

At day-light, on the 27th, sent out parties as before, with a full determination to get round the island, if possible, in which they were again unsuccessful; but anxious to discover what might be of service, penetrated the rushes to the westward and hit upon the retreat of the Sea Elephants, who had settled for the purpose of bringing forth their young. At the same time they found, and brought some wood, which had been fired, near the spot, leaving on our minds a full conviction, that some fishermen had been on the island a short time before, and corroborated by finding a whaler's knife, and the blade of a steering oar. This day we skinned the cow and two sheep which in our situation, we thought tolerably good, but afterwards found to disagree with us very much, as might be expected, from their having been drowned, and re-

maining two days in the sea. The weather having now moderated, we found the health of the sick much improved, although labouring under strong symptoms of dysentery, brought on by want of proper nourishment and rest, both of which we had hitherto been deprived of.

On the 28th at day-light, fine weather and wind N. N. W. with a high surf; sent some hands with the carpenter to remove the cutter still higher, to examine her; unluckily she was found to be considerably injured along the keel and larboard side. The hide of the cow was given to the carpenter to repair the boat; this day we raised a temporary flag staff in front of the tents. Our sick much improved. The party which left this morning (taking with them ropes, &c.) for exploring the island, by way of the hills, fortunately succeeded in reaching the opposite side with a great deal of difficulty, and returned at 9 P. M. excessively fatigued and reported having seen vast numbers of Sea Elephants on the beach. We this day rigged another tent, and made every exertion to improve the others. We were also employed in getting copper from the ship's bottom, which was high and dry, for making cooking utensils. One of the seamen, in a fit of intoxication, stove in the head of a puncheon of rum, after which he used it for sleeping in, totally insensible. Sunday (29th) very pleasant weather, at 9 A. M. assembled together; read prayers and offered up thanks to the Almighty for our signal deliverance.

On the 30th at day-light, all hands engaged on the beach seeking what remained, the heavy surf having washed off many articles that we had not been able to remove, particularly the cloth and all the wine and spirits, which from this time, left us destitute of either. A seaman named Harris, undertook and began to build a canoe, framing her with wood hoops from the provision casks, covering her with tarred elephant skins. Her extreme length was 24 feet, by 5 feet 4 inches. Got from the wreck several rockets, which by closing one end with lead, served us for small boilers, others stopped with wood answered as cans for oil, which we used in cooking. Some hands employed in burning ship's timber to procure nails for the carpenter. Having from this time no means of making any memorandum, for the want of ink and paper, the subsequent relation is given from memory, and may be considered to embrace a general statement of what usually occurred, without reference to any particular date.

Suffering considerable annoyance in the tents from flies and fleas, some of the party raised one on the beach, thinking to avoid the nuisance; but on the third or fourth night, after its completion, they were suddenly alarmed, while sleeping, by the sea coming in, and carrying away a part of it. Others of the seamen, who had occupied a tent with several of the gentlemen, induced by some secret motive, raised a separate tent, about one hundred yards distant from the general rendezvous. The rest of the sailors followed their example, by removing to a distant part of the island, having previously secured sufficient canvas, &c. to re-establish habitations, leaving the Captain, Second Officer, Doctor and Passengers, to shift for themselves; of whom the major part were unwell. Fourteen of the seamen who had united and separated, requested one of the kettles, which the Captain and Passengers acceded to by granting the smallest of the two we had, which did not hold more than the proportion their number entitled them to; but hearing dissatisfaction existed among the others, he called them together, and explained his motives for complying with their demand, upon which they unanimously refused to assist in the ordinary employments assigned them by the Captain, at the same time offering to do every thing for him and his son, leaving the Passengers to provide for themselves. This was rejected, and the line of conduct they pursued, called forth a strong remonstrance from the Second Officer, who had determined to remain by his Captain and Passengers in their feeble state, which had no effect. Consequently the Passengers were obliged to act entirely for themselves; although they offered from £8 to 10 per month to assist in getting food only, which was not accepted, the sailors observing, that the island Inaccessible carried no Passengers, and that all were on one footing.

A boat, on the principle of a West India Batteau was undertaken and completed by the ship's cook, a native of the West Indies; the weather, however, continuing bad, it could not be launched. Prior to this boat being finished, the Penguins had come on shore to deposit their eggs, which were very numerous; in so much, that at daylight, noon, and 3 P. M. each individual would collect from 4 to 6 dozen. They remained on the island for a month, or thereabouts, affording us much relief, and contributing greatly to the restoration of our health and strength. Their departure was equally sudden as their arrival, and equally unexpected, to our great sorrow. The Elephants all took to the sea, which left us with the forlorn prospect of being destitute of food, when the store we had accumulated, should be expended, until the season of their return.

The impression on our minds, at the approaching scarcity, began to be visible in every countenance. We also found great loss from the want of wild celery, which could not be had without great difficulty, having to ascend the hill, on the brink of precipices, to the imminent danger of our lives, to gather the few remaining roots. While the above boat was building, a second was laid down, on the same principle, and

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finished within a day or two of the other. A third was also began by the carpenter on a larger scale, similar to the others, with the exception of her head and stern running in. About a week after the female Elephants emigrated, the males made their appearance for the purpose of shedding their coats, which dissipated our fears of absolute starvation, while they remained, and their skins afforded us materials for shoes and covering for the canoe. We were farther relieved by numerous shoals of Petrels, which succeeded the Penguins, and were easily caught, but they were transient in their stay, as they quitted with the male Elephants in about 8 or 10 days. This again excited a renewal of our fears for our future sustenance.

In September we launched the first boat, which answered uncommonly well for fishing, and in which we were very successful—Our hooks consisted of nails, turned, and the nets made from the rigging of the wreck, of which we had an ample sufficiency.—Two days after we endeavoured to launch the second boat, but could not, owing to the sea running too high; but succeeded on the following day in launching both boats for the general benefit.—After this the seamen availed themselves of every favorable occasion to launch the boats; but were obliged to solicit the assistance of the passengers to haul them ashore again, which favor was returned by giving each a small quantity of fish, in the most contemptuous manner.—At this time our situation was improved, by an increase of our tents. Prior to this, the carpenter's boat and canoe being finished, a fourth boat was laid down, and soon completed, by the second officer and some of the passengers. On making trial of the carpenter's boat, we found her too crank, and made necessary alterations, by placing another plank in her bottom, which answered very well. Having now four boats and a canoe, fit for use, they were launched for fishing as often as the weather would permit. These boats did very well along shore; but could not be fully depended on to risk the voyage in contemplation, as the tools used in their construction were a hand-saw, an old chisel, and a bolt, as a substitute for a hammer, with a port hinge rubbed to an edge, instead of an axe.

Early in October, Mrs. Pepper, having been recommended to take exercise, we were absent for several hours, during which, some person or persons took the opportunity of entering our tent and purloining a box containing a gold chronometer, chain and three seals, a purse with eight guineas, and two pounds in silver, with various other articles, value together £170, which, after the most diligent enquiry, were never recovered:—a circumstance, that needs no comment to prove the vile disposition of some of the crew. The following morning, the cook's barge was launched, with himself and five seamen, expecting to reach Tristan da Cunha, and remained in sight an hour after, when she suddenly disappeared; and the weather becoming squally, we were apprehensive some accident had befallen them, which was confirmed afterwards, as they never reached their destination. Two days after, a party being on the hill, observed a ship standing off and on Tristan da Cunha Bay. The next morning, an endeavour was made to launch the carpenter's boat, with a view to gain the island; in our attempt, the boat was nearly lost. About a fortnight or more having elapsed, without receiving any intelligence from Tristan da Cunha, we resolved to make another attempt to launch the carpenter's boat, the fineness of the morning promising a fair day, and they succeeded reaching Tristan da Cunha, at sun-set. Upon landing, the crew were overjoyed at meeting with a man, named Glass, formerly a Corporal in His Majesty's Artillery, Drivers, and a few inhabitants, who volunteered their service, with two whale boats, to convey the passengers and the remaining crew across; this succour arrived on Inaccessible 10th November, bringing with them a small quantity of Potatoes, Butter, Milk, and Biscuit, a proportion of which being issued for the day, the residue was reserved for those who were destined to stay behind. On the 11th, the Captain, his son, and married persons, were the first appointed to quit the Inaccessible, and although the morning appeared very favourable, we determined on the voyage, which was attended by squally winds and frequent calms. Left Inaccessible at 7 A. M. and arrived at Tristan da Cunha at 2 30' P. M. when we were gratified beyond the power of expressing, to see something approaching in appearance to domestic comfort. On the 18th and 25th, other successful efforts were made, and completed the safe removal of all, notwithstanding the last trip was attended by a most violent gale from the N. W. One of the boats was obliged to part company, and take shelter under the lee of the island, where they underwent considerable sufferings for two or three days, living on fish only, which they caught on the rocks.

On our arrival at Tristan da Cunha, an agreement was made with Mr. Glass, for board and lodging, at 2 shillings sterling per diem. During our stay the passengers were frequently engaged in shooting, the island affording a plentiful number of wild Pigs and Goats, which were difficult to be got at, and consequently not attended with much success; the wide difference we now experienced, compared with the conduct of the crew, occasioned feelings of disgust, and enhanced the value of favors rendered us, nor is it possible to convey a just idea or conception of what passed in our breasts, on seeing the boat with the last of

our unfortunate companions on the shore of Tristan da Cunha. Our feelings choked utterance, and it was only with tears of mutual sympathy we embraced each other. About five weeks after the first party landed, a ship was seen passing the Island, hull up, with blowing a strong westerly gale; but the Island being enveloped by fog, we presume, prevented their noticing the signals that we made. This ship, we have since learnt, was the *HYPERION*, Frigate, bound to the Cape. While we observed her passing without touching, occasioned a renewal of desponding fears, which were undiminished till the 10th January 1822, when the *NERINAC*, Capt. David Lanchlan, hove in sight, at 11 A. M. on a calm and beautiful day. We immediately dispatched a boat, to make known our deplorable situation; whilst making for the Brig we were anxiously noticing the manœuvres caused by the baffling winds, until 5 P. M. when she had sufficiently reached into the Bay, to see the boat leaving her. Previous to this, Captain Greig and son, and a young passenger had left the shore in another boat, with instructions from the Passengers, to negotiate on the best terms, an agreement for their conveyance to the Cape. Before this boat got to the ship, Captain Lanchlan had left his vessel, and landed. He immediately, feeling a true sense of our distresses, promptly offered to receive the whole of us, on terms that impressed on our minds, gain was not the motive that actuated him; and his subsequent attention and sacrifice of personal comforts for our accommodation, demands an acknowledgement of our most unqualified gratitude. Having arranged with Mr. Glass we embarked the same evening, and were received with great kindness, by the Officer in charge; Captain Lanchlan being engaged on shore, in procuring supplies equal to the augmentation our numbers rendered necessary.

On the following morning, at 10 a heavy swell coming on from the N. W. indicated a gale; and it was deemed prudent to weigh anchor and stand off; and no sooner was the anchor up, than what we anticipated, took place, and our attempts to keep the Island on board, were baffled in consequence of a strong set to the Eastward, leaving behind, with much regret, six seamen, and a female servant, also thirteen casks of water. At noon, the east end bearing south made sail for the Cape, and after an excellent voyage arrived there on the 21st January 1822, comprising a term of six calendar months, within two days, from the time of our unfortunate shipwreck. While on Tristan da Cunha, we undertook to build a vessel of twelve tons, from the fragments of the *JULIA*, wrecked on that Island. It may be remarked, as a singular coincidence that the *NERINAC* left the Cape for South America, "the same day, and same hour, the *BLENDEX HALL* was wrecked."

After undergoing such a multiplied series of misfortunes, in which I was more than others particularly interested, on account of Mrs. Pepper's critical situation, I cannot close the narrative, without publicly expressing my humble and sincere gratitude to Divine Providence, which supported and carried us through such imminent perils; and to add our united tribute of thanks to those who have generously contributed to our comfort, both at Tristan da Cunha, and at the Cape.

P. S. The Narrator, recommends all masters of ships, to be cautious in approaching the Islands of Tristan da Cunha, Inaccessible, and Nightingale; as in running in those Latitudes, with the wind to the N. of west, which usually prevails, they are liable to many dangers.—*Bombay Courier*.

Jessore.—Extract of a Letter from Jessore, June 10:—About 11 o'clock on Thursday night a strong North Easterly wind sprung up, which gradually veered round to North and West, when it blew a perfect hurricane, accompanied with a deluge of Rain, the gusts of wind at times were truly terrific.—It continued with unabated violence during the whole of Friday, when towards evening the wind changed to due East, and continued with increased strength during the whole of Friday night; on Saturday morning nearly the whole of the native houses in our populous bazar had disappeared, trees torn up by the roots had fallen across the roads, so as to render them impassable, and the whole plain seemed one scene of devastation. Our own grounds are covered with trees torn up by the roots, and a great part of our fine fruit trees and ornamental shrubs totally destroyed. My Indigo is nearly all destroyed. A great quantity of the large Indigo has been absolutely forced out of the ground by the violence of the wind, and the remainder so beaten down, and broken as to be past recovery, the smallest of the Indigo escaped in a great measure the ravages of the winds, but is has been so deluged with rain, which has continued without intermission ever since the wind lulled on Saturday afternoon, that I much fear, unless it holds up to-day, we shall scarcely be able to open a Vat this year: two thirds of my Indigo was nearly fit for cutting, and I never beheld so luxuriant a crop, all this is inevitably lost.—*John Bull*.

Lightning.—One of the buildings of the Lower Orphan School was struck with Lightning in the thunder storm on Thursday night. The electric fluid struck the roof of a long range of buildings near the corner, and passed right down to a venetian which it shattered. We are glad to learn that no person received any injury although some children were sleeping very near the spot.

Bank of Bengal.

To the Editor of John Bull.

MY DEAR MR. BULL,

If the following queries to Mr. FERGUS McIVOR, appear to you legitimate, will you be good enough to present them to Mr. McIVOR with my respects, through the medium of your Paper? and oblige,
13th June, 1822.
A CONSTANT READER.

1st.—If there be a tacit agreement between every respectable Merchant in Europe and his Banker, that the former is always to have his *bonâ fide* bills discounted, and no other, will FERGUS be so good as explain by what marks the Banker of Europe distinguishes such from those vulgarly denominated wind-bills?

Having a great deal of that laudable desire, so much approved by FERGUS, of consulting my private benefit, while I am conducting to results of essential national advantage, I am most anxious to obtain a piece of knowledge, which has hitherto been a secret to me and the possession of which some years back, might have saved me a few thousands.

2dly.—If the Europe Banker be regularly called on for this understood assistance, how does the Merchant who takes the money off the Banker's hands, employ it in times like those not yet gone over our heads? This would be an invaluable piece of information for us all.

3rdly.—Does FERGUS in recommending Bankers to keep open accounts with Merchants conceive, that such dealings are more secure than lending money on deposit of available securities?

4th.—Does he think it more wholesome for the public, that money should be advanced on mere credit for Commercial purposes, than on the deposit of a capital readily convertible into the sum of money borrowed?

5th.—How does FERGUS distinguish Stockjobbing borrowers, from other classes when they apply to him for accommodations?

6th.—How have the Directors of the Bank of Bengal advanced the interests of the Proprietors at the expence of the community? and what measure have they adopted to bring about a sudden change in the realm of the circulating medium of Bengal or of Government Paper.

7th.—In what respect are servants of Government, as such, presumable to be better qualified as Bank Directors to judge of, or to protect the interests of the Commercial community, than the Directors who are chosen out of that very community as the other six are at present? It appears by obvious inference, that to these six, FERGUS attributes some measure or measures inimical to their own interests, and those of the body to which they belong.

8th.—What are the arrangements of the nine Directors of the Bank, that enable them to dispense with consulting the three unexceptionable Directors?

9th.—If there be no arrangements in the Bank that enable those Directors who are Partners in private Banking Establishments, from giving orders without the concurrence of others of the Directors, how might the advantage suggested be taken by them?

10th.—Whom does FERGUS consider as best qualified for advising in Banking matters? those whose business consists in paying close attention to the state of the money market and of private credit, or those whose time and attention are occupied by other business, and who have no interest whatever in making themselves acquainted with "the nature and extent of speculations going forward?"

11th.—Of what use to the Bank would it be, that their Secretary had all those qualifications required by FERGUS?

12th.—Not being one of those well informed persons alluded to by FERGUS, I should be much obliged by his informing me to what extent the Natives have now been known to speculate in Government paper? Is the instance he has adduced of one who had a capital of a Lac, and speculated to the extent of Eight Lacs, an extreme case or not?

13th.—If that Native had not got loans on deposit under different names from the Bank, does FERGUS think he would have found much difficulty in raising it in the Bazar for one per cent. more perhaps?

14th.—What proportion does FERGUS imagine 8 Lacs to bear to the whole quantity of Company's paper ready at any one time to be disposed of in the Bazar?

15th.—Why should the Bank take care not to advance money on deposit again to dealers in Company's paper? Is the trade unlawful or less liable to fluctuation than Indigo and other up-country productions for example? Or is it more deplorable that the persons in one trade should ruin themselves than those in the other? Have those who have sunk their money in Company's paper for the sake of the interest merely, any interest in the sudden fluctuations of premium.

16.—Now for the grand mystery:—FERGUS states that about 30 Lacs detracted from the Market occasions a "sensible effect" on the Circulating Medium, and therefore if the Capital of the Bank be doubted, the directors will always have it in their power to create a scarcity of Circulating Medium. Now I can easily comprehend what Ricardo and others meant by an over issue of Bank Notes, convertible in cash or otherwise; but without FERGUS's assistance, I profess myself perfectly incapable of conceiving by what cunning the Directors with their doubled

capital, are to withdraw more coin from the money market, than they throw in of Notes which form a circulating medium of much greater efficiency. Will Mr. McIVOR do me the favor to solve this enigma?

17.—The small capital on which the Bank has hitherto worked, and the restrictions imposed on its proceedings by the Charter, have necessarily led to occasional interruptions of its usual discounting and other Banking operations. Why should doubling its capital increase the danger of similar occurrences? Or how should it be for the interest either of the Directors individually or of the Proprietors generally, that such sudden withdrawals of support from the Merchant should occur when they can be avoided?

18.—In what respect would it have been better to have given public notice, that the funds of the Bank being all employed, no further discounts would be granted, than to have followed the course actually pursued of raising the rates so high above those of the market, that no one would apply to them for accommodation? I admit that a gradual rise of rates would have been in all respects better advised, but how does FERGUS prove that this was an interested measure which Government should take precautions against the Directors having recourse to a second time?

19.—Does FERGUS imagine that the convenience of the Mercantile community would be consulted by refusing them discounts, except in two days of the week?

20.—Could not secrecy be secured by compelling the Secretary to do his duty, and instead of confiding the circulation of Notes presented for discounts, to the inferior Officers of the establishment, might he not be directed to receive such Notes himself, send them himself in circulation to the Directors under lock and key, and return with his own hands such as have been rejected, without any interference of any other inferior Officer than the Harkara who carries the said box?

Egypt.—Extract of a Letter from Egypt:—"You may probably have heard something of our Pasha's expedition to Nubia. His success has been beyond all expectation, the whole country as far *Sennaar* and *Koodassan*, having submitted to his arms. He is now collecting an Army of black troops, which he is preparing to discipline after the European manner. Some hundreds of his Mamelukes have already been instructed by French Officers, so as to fit them for the office of drilling and taking the command.—Much interesting intelligence has been obtained by this expedition. Magnificent ruins with numerous pyramids have been found, which seem to answer to the site of *Musrata* and *Meroe*, besides many other temples and interesting remains of Ethiopian grandeur. The Nile, it is now ascertained, takes a very different course from what is represented in modern Maps, and agrees most accurately with the account given by Strabo. The *Bahr-el-Abiad* is found to be two thirds broader than the Nile, and its' increase to begin at a latter period."

The Weather.—The room of Mrs. Byron, and the dwelling of Sergeant Graham, at the Lower Orphan School, were struck by the lightning the night before last. The wall of the room was cracked in two places, and the doors and windows shivered. Mrs. Byron and two children, were in the room, but providentially escaped unhurt. It was filled with smoke and the smell of sulphur.

Cossipore.—Extract of a Letter from Cossipore, June 14:—The storm of this morning was very severe at Cossipore, a distance of about three miles from Calcutta. The lightning struck the house of E. A. Roussac, Esq. and its effect were surprising. The lightning struck at the same time the N. and S. corners of the verandah on the West-side, without breaking any of the middle railing, one part of the electric fluid went downwards, struck the S. W. room window, broke almost all the pane glasses, and forced to a distance, a cross iron bar; fortunately without hurting the maid servant and two children, who were sleeping near that window. The other part of the electric fluid penetrated through the terrace of the verandah, shattered the blinds of the half-pannel door of the hall, and broke the pane glasses of the sashes. Mrs. Roussac was at the time sitting on a couch with her youngest child on her lap, and Mr. Roussac was near the verandah door; but providentially none of them were hurt, although a great quantity of splinters from the door were thrown into the hall. There is a Conductor on the North East side of the house, but it appears to be in a bad condition.

Moongheer.—Extract of Letter from Moongheer, the 7th instant:—Such weather I never saw. Wind constantly at E. and stormy, except when we are favored with a storm from N. E. to N. W. which we have had for the last three days from two to three hours each day: we have had the good luck to escape, but we see tokens of destruction every where, chiefly amongst the Merchant's Cotton Boats. The Bales are floating down, but the activity of the Villagers will prevent many of them going much further.—Those folks are as sharp a set for a wreck as the men of Devonshire or Cornwall. I never saw such a scene of destruction as the shore from Dinapore to Digga presented. The wrecks of Pinnaces, Budgeroes, smaller boats of all kinds, Chudpers, Bamboos, Cotton, the greater part of which is spoiled, strewn the shore in terrible confusion.—John Bull.